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Continued from Page 23

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PUBLIC NOTICE

Notice to Mariners

ROCK DUMPING ON SHELL EXPRO'S GASLINE
We are continuing to dump rock over the FLAG gasline in the fol-
lowing areas:
SECTION ALPHA
GREEN D 2124 PURPLE H 124
GREEN D 2150 PURPLE H 124
GREEN D 2440 PURPLE H 124
GREEN D 2487 PURPLE H 124
GREEN D 2583 PURPLE H 124
GREEN D 2636 PURPLE H 124
GREEN D 2711 PURPLE H 124
SECTION BRAVO
GREEN D 2124 PURPLE H 124
GREEN D 2150 PURPLE H 124
GREEN D 2440 PURPLE H 124
GREEN D 2487 PURPLE H 124
GREEN D 2583 PURPLE H 124
GREEN D 2636 PURPLE H 124
GREEN D 2711 PURPLE H 124
SECTION CHARLIE
GREEN D 2124 PURPLE H 124
GREEN D 2150 PURPLE H 124
GREEN D 2440 PURPLE H 124
GREEN D 2487 PURPLE H 124
GREEN D 2583 PURPLE H 124
GREEN D 2636 PURPLE H 124
GREEN D 2711 PURPLE H 124
SECTION DELTA
This operation is being carried out by the barge "Fren" and will con-
tinue into February.
The vessel employed frequently lays to two anchors, the cables of
which extend 550 metres up current from the vessel. A wide berth is
requested.

Notice to Mariners

ROCK DUMPING ON SHELL
EXPRO'S GASLINE

Work on the St. Fergus Gasline is due to resume on the 18/6/78.
The Rock Dumping vessel "FRANK" will be conducting a survey of the pipeline
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Survey work should require two days after which rock dumping will commence for
approximately four weeks over parts of this section of pipeline.
The vessel "FRANK" is a squibber type vessel, the cables of which extend 500
metres up-current from the vessel.
A wide berth is requested.

OFFICIAL
NOTICEProposal to change
ship's name

I, Iolo Currie Hughes of Belmont
House, Marine Parade,
BARMOUTH, GWYNEDD, Owner
of the fishing boat "Tina Trident"
of Aberystwyth, Official No.
184283, Gross tonnage 7.20
tons. Registered tonnage 3.72
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Gray, of Felgates Gardens,
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Propose to change the name of
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fishing news

June 2, 1978

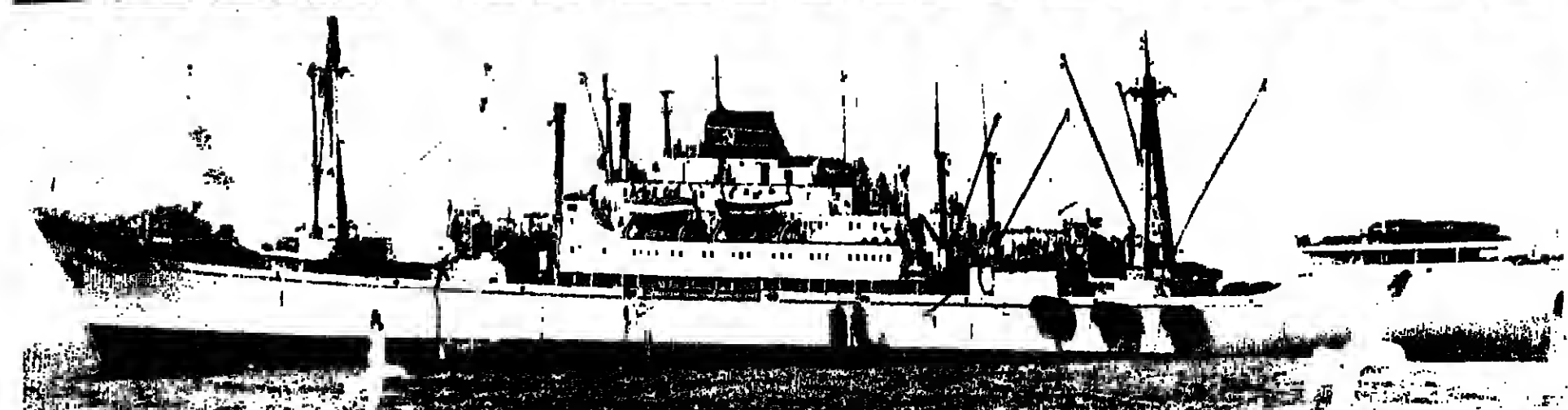
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BLUE WHITING FLOP



THE 10,000-ton Russian fish meal ship *Riga*
which had come in to take on blue whiting
from British vessels was in Aberdeen
earlier this week with no fish and nowhere
to go. After moving up into Faroese waters
with licensed British vessels, the Russians
were asked to leave. And this put an end to
the already trouble-torn venture.

Russian factory
ship moved on

The Russian factory ship *Riga*
— thrown out by Faroese
— was staying over at Aberdeen
earlier this week. If the sprats
start to run early, there is a
strong chance she may be barred
off North Shields.

The massive Russian ship weeks before the sprats
are now "parked" in Aberdeen.

While a decision is made
about sending her down to
take on sprats at North
Shields.

This move looks unlikely
since the sprats have not yet
put in an appearance.

Two of Scotland's biggest
purse — *Sette Mori* and
Toita — have been out
searching for sprats, but with
no success. Some sources ex-
pect it could be another five

There had already been
problems with the venture
when the fish moved off early
into Faroese waters. This left
just a few licensed vessels
able to fish.

At least something has
been learned from the ex-
perience, said a spokesman.
"There is certainly no way
that the blue whiting can be
pumped out from the hold in
a trawling operation. Straight
from the cod-end is the
only way."

With the Russian vessel
forced off the blue whiting
grounds, Humberside and
Fleetwood trawler owners
have suffered a big setback.

GIANT FREEZER
TO TRY SHRIMP

THE BUT freezer trawler *Goth* is to
fish off Greenland for shrimps.

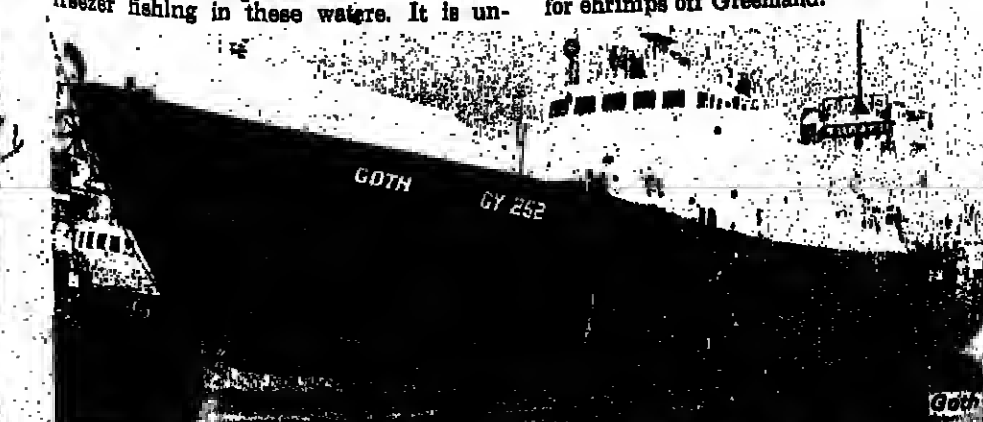
She returned to Humberside at the end of
April after working the winter on the south-
west mackerel and has just completed minor
alterations at Grimsby to enable the four-
year-old vessel to go shrimping in distant
waters.

A spokesman for BUT told *Fishing News*
that the company had been considering
various new work to occupy its vessels, es-
pecially the freezers, since the present north-
east Arctic arrangements had restricted
freezer fishing in these waters. It is un-

derstood *Goth* will block freeze the shrimps
using the normal plate freezers and, already,
a number of British seafood producers are
interested in purchasing the catch.

The modifications have been almost con-
fined to the ramp, where a hydraulic device
will prevent any fish which are uninten-
tionally caught from being mixed in with
the shrimps. Any such fish are rejected
back into the sea.

In 1975 BUT sold its Grimsby freezer
trawler *Rose Valiant* to Faroese owners and
the vessel has been very successful fishing
for shrimps off Greenland.

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PULL-OUT COMPLETE

WYRE TRAWLERS' pull-out from Fleetwood has been completed with the departure of Wyre Defence. She sailed for Aberdeen to join the Wyre Revenge, Wyre Vanguard and Wyre Conqueror. These vessels are at present crewed by Fleetwood men who travel home every other trip.

This now ends a connection with Fleetwood which began in 1899 when the Wyre Steam Trawling Co. was formed. In 1944 Fish Merchants (Fleetwood) Ltd. acquired the firm's shares and it ran under their banner until Associated Fisheries bought them out — a move which led to a big building programme.

EEC'S HERRING BAN SPELLS TROUBLE

THE EEC Commission is expected to try and force a total ban on herring fishing off the west coast of Scotland. And this could have severe repercussions on British fishing off Norway.

This move follows recommendations by the International Council for the Exploration of the Sea, which also includes the TAC on herring off the west coast of Ireland being cut by half.

The commission is expected to make its proposal for a west coast ban at its meeting on June 19. Apart from its effect on

Scottish operations, the ban could also spell danger for the Humberide deep-sea fleet, which now works north of 62° off Norway.

If Norway is stopped fishing for herring off the west coast, then she is sure to retaliate with a ban on trawling for cod and haddock in her northern sector.

News of the proposed ban has already caused an angry reaction in Scotland. "We just could not accept it,"

spoke for the Scottish Fishermen's Organisation told Fishing News.

While the ban might be biologically necessary, it would cause havoc among the fleet which would be left without anywhere to fish, he pointed out.

"The only way a west coast ban could be accepted is if the North Sea is opened up again," he added.

Out of the 54,000-tonne quota on west coast herring,

Scottish fishermen were given 39,000 tonnes. So far fishing has been very poor with only 10,000 tonnes caught in five months of the quota gone.

Last week the herring

started to pick up for the first time and a large number of boats moved on to the grounds. With the big months of herring coming up later this year, the Scots expect no trouble using up their quota.

COMMENT FURY AT FAROE

THE BREAKDOWN of the blue whiting transshipping operation with the Russians has come about because fish do not respect man-made limits... and through the bloody-mindedness of the Faroese!

On the first count there is little to be done except to learn the lesson that talking about "our" fish can be a dangerous assumption — especially when the fish have no idea whom they are supposed to belong to. The second count can only serve to underline how petty the issue of territorial waters has become between supposedly developed fishing countries.

The Faroese action in ordering the non-fishing Russian meal ship out of her waters when British trawlers legitimately fished to supply her, put paid to the whole venture which had been so important to hard-pressed fishermen from Humberide and Fleetwood.

What is more discouraging is that there can be little recourse in dealing through the EEC, as we have to, with a third country like Faroe. It has been made painfully clear by some member states of the Community that they would like to see the end of the link between the British and East European factory fleets. So there will be little support from Brussels for any attempt to reason with the Faroese.

So far, the British Government has admirably backed the Eastern bloc operation as a good opportunity for our fishermen. Until the EEC can come up with a better deal on fishing, we see no reason for this stance to change.

With the Eastern bloc fleet intending to come in again shortly for mackerel, we hope that Minister John Silkin will be on his guard when the EEC gets round to dishing out quotas on this stock. By cutting the British mackerel quota sufficiently, Brussels might see this as a back-door way in which it can get rid of the "red" factories from its waters.

fishing news

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ALCOA

Seiners and 'pairs' hit the high-spots

GRIMSBY'S anchor-seiners and pair trawlers turned in a whole series of remarkable grossings last week — but the trawler owners

Landings topped 35,000 kts for the first time this year.

The port's lumber force had its work cut out handling the glut of fish, mainly from the North Sea fleet.

In the end, despite a certain amount of acrimony from the small boat operators, only four complete trips and one part-trip were not landed for the appointed market.

It is understood the local landing company is attempting to recruit some temporary assistance to increase the work force through the summer when landings are at a peak.

BUT's gamble of putting Northern Reward (Skipper Wally Harris) on a Beer Island trip failed to come off and the 676-tonner, after virtually dreading a blank there, finished off the 24-day trip off Norway.

Landing on the last market before the spring holiday weekend (never the best), Northern Reward turned out just 577 kts, almost entirely codstuffs, and ended up well in debt on £14,612. Despite this poor return Northern Reward was being prepared for another distant water trip.

There was a different story from her sister-ship Northern Gift (Skipper Ray Pepper). She turned in the week's best grossing of 243,836 from 1,364 kts, including over 1,000 of codstuffs and 150 of colly, after another 24-day trip spent off the Norway coast and in the Norwegian sector of the White Sea.

Earlier Belgium (Skipper Frank Gray), landing a 26-

BUT's Rose Lynx (Skipper Dave Cooper) topped £20,000. The 130 ft. 'cat' grossed £21,525 from a nicely mixed 18-day Western trip of 787 kts, which included 136 of heddocks, 400 of codstuffs, 176 of colly and 25 of whiting.

H. L. Taylor's Yesso (Skipper Peter Brown) was runner up on £19,844 from 667 kts, whilst a big 1,029-kit turn out from BUT's Rose Kelvin (Skipper Roy Kurz) made only £18,984.

With some fine cod and plaice trips by the seiners, it was not surprising to find seven vessels grossing more than £9,000 and four in five-figure amounts for the first time ever at Grimsby.

There seems to be no stopping the Consolidated Fisheries' fleet end, over the week, the firm benked in excess of £100,000 as well as breaking the seiner port grossing record twice.

Guldborg (Skipper Hans Kristensen) hit £13,426 from 446 kts end, then 24 hours later, Rosenborg (Skipper Niels Peter Jensen) notched up £13,523 from a tally of 503 kts.

At the High Court at Winchester last week, Mr Meddle of Leigh-on-Sea was ordered to pay £15,633 compensation, plus the legal costs of five other parties who had been involved in legal action.

The case against Mr. Meddle had resulted from 'knock-out' litigation. This started when 92 guests of a Southampton firm of solicitors were taken ill after setting seafood cocktail at a hotel.

The solicitors sued the hotel owners, Gilley's Hotels and Catering Ltd., which agreed to pay £15,633 compensation plus costs. In turn the hotel sued its supplier, Walton's of Southampton. This was followed by Walton's suing the wholesalers, Dave's Seafoods of Bristol.

It was eventually Dave's Seafoods which sued Mr. Meddle.

The judge found that though Mr. Meddle had not been negligent, blame must fall on him because of his obligation under the Sale of Goods Act.

Cockle man's big bill

COCKLES supplied by former Essex fisherman Tony Meddle contributed to an outbreak of acute food poisoning in December 1976.

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CREW SEE BOAT BURN

FIVE Scottish fishermen were rescued from the North Sea this week when the 24-ton Vaholla was destroyed by an engine-room fire.

The crew took to the liferaft but stayed close to the burning vessel hoping they would be spotted.

Dense fog throughout the day hampered a rescue but, finally, the raft was located by the container vessel Atlantic Star and the German trawler Hoheweg.

Skipper Hugh Carter and his crew were taken aboard the German vessel, whose crew tried to put out the fire.

The damage was too great and she sank. The Wick men had been three hours in the liferaft at the time of rescue and were transferred, soaked but unhurt, to the Wick boat Ardent.

Like father, like son...

TOP anchor-seiner skipper, Egon Dam, has made a great start in the former Eshbjerg anchor-seiner Ulla Viola which he fished across from Denmark last week.

He landed a 399-kit catch at Grimsby end made £9,430 for the vessel's new owner, Consolidated Fisheries Ltd.

Egon gave up command of the Humber record-breaker Christiansborg to take command of the 48-ton Ulla Viola and landed cod and oodling from the very prolific Heligoland grounds. The trip lasted 14 days.

It was quite a family affair for the next day, on May 24, Egon's son Hans brought in Coneol's other recent Danish purchase, the 38-ton Ronne Bork.

Another maiden

There was a good start here, too, with a grossing of £7,979 from 335 kts (mostly of oodling), again after 14 days.

Both vessels are well equipped with electronic side and deck equipment, including two-drum Ramme seine rope storage units. Both vessels have since been re-registered at Grimsby.

Also in the money last week with another former Eshbjerg anchor-seiner on her maiden trip to end from Grimsby was Skipper Harry Thomsen in Flora Thomsen (ex-Jens Højen, E 45). Her 287 kts of cod and plaice grossed a very useful £8,923.

The next former Eshbjerg vessel to arrive in Grimsby is likely to be the anchor-seiner Lillian (E 280), which has been bought by Grimsby owners and will operate through the United Seafish Co. (Grimsby) Ltd. agency.



Above: Skipper Egon Dam made a £9,430 start with Ulla Viola last week. She is seen soon after her arrival.

His son Hans (left) kept it in the family by making the trip from Denmark in Ronne Bork (right) pay.

the new SAMSON STORM MASTER 30 Workboat

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Mr. Barrett of Fry's Pan Alley

and me

'Ogano man's body found

JACK FORBES, a deckhand with the Grimsby middle water trawler *Ogano*, was found to be dead after he went overboard into the sea.

His body was recovered from the North Sea some 30 miles off the Shetland Islands at the beginning of last week. Mr. Forbes (36) went missing on May 21, but a search by oil vessels in the area was badly hampered by poor visibility and dense fog. Eventually, after several hours, the Grimsby middle water vessel *Ross Clive* located the body and recovered it from the sea.

A native of Aberdeen, Mr. Forbes was staying at the Royal National Mission to Deep Sea Fishermen in Grimsby. He was on his second trip in *Ogano*.

Limit line Order

A NEW limit line is to be enforced off the south coast.

The Minister of Agriculture, Fisheries and Food has just told Robert Adley, MP for Christchurch and Lymington, that he is making an Order for definite base lines off Mudeford.

It will be three miles seaward of the longest headlands at Mudeford. Mr. Adley has been backing the fight by Mudeford Inshore Fishermen's Association for a long period.

Mudeford fishermen, who have been protesting for several years, say these big trawlers (including foreign ones at night) will no longer be able to come close inshore without prosecution. Nearby Southbourne coastguard will be keeping watch to safeguard the Order.

Since big beam trawlers have come close inshore, Mudeford fishermen say they have been unable to make a decent living and their future livelihood was threatened.

CANADA SHUTS THE DOOR

HOPES FOR joint ventures with Canada aside her 200-mile limit must have plummeted last month when Fisheries Minister, Romeo LeBlanc, made it clear that his country was going-it-alone on developing fishing.

Questioning the "colonial attitude" that Canada is an under-developed fishing nation, Mr. LeBlanc asked in a speech to the Fisheries Council of Canada if there really was a great need for joint ventures.

He warned: "Foreign capital investment need and should not become a major feature of the Canadian fishing industry."

"We did not get the 200-mile zone to let it be taken over by the back-door, with foreign companies borrowing our flag to catch our fish."

"I do not want to see the Maple Leaf become

the world's fishing flag of convenience."

Where new fishing techniques are needed, these will be developed or purchased.

Mr. LeBlanc added that, because Canada is a major supplier of fish, she is in a strong position to enter into fishing arrangements with foreigners and learn their methods.

The latest blast from the Fisheries Minister comes at a time when the West Germans are bidding to get involved in Canada in a big way. The giant trawling and processing firm Nordsee has made an offer for a controlling interest in Ocean Harvesters, a Newfoundland fish factory.

Nordsee says it is prepared to invest £20m.

— but Scots slip a boat in



June IV — fishing from Canada.

ONE SCOTTISH skipper has already taken advantage of Canada's need to push new fishing techniques.

The 86 ft. *June IV* — together with her regular skipper William Strachan and his crew — left Peterhead in April after being chartered for the work by the Canadian Government for 80 days.

Included in the fishing gear which the vessel took with her were nets made by the Peterhead firm of Caley Fisheries and Jackson Trevis.

The vessel is based at St John's, Newfoundland, and is being used to show the Canadians the art of Scottish fly-dragging seine netting and also white fish pair trawling. She is working in partnership with a Canadian vessel.

June IV, designed by Tynedraft Design Ltd. of Newcastle on Tyne, is a typical example of the larger class of modern steel seiner-trawler built for the Scottish fleet in recent years.

She was built as *Colados* by Cubow Ltd. of Woolwich, London,

in 1975 for the Strachan family, but was subsequently renamed *June IV*.

Propulsion is provided by a Mirreles Blackstone 850 hp engine turning a Linsen controllable pitch propeller; gear handling machinery includes Robertson winches and net drum, plus a Rapp net winch.

Last year she was fitted with Losale Hydraulics rope reels. Fish finding instruments are by Simrad and Elec.

Salmon —co-op warns share skippers

A FISHING organisation involved in the east coast salmon 'war' has taken steps to prevent a recurrence of illegal salmon fishing.

Eymouth Fleishmen's Mutual Association has warned the skippers of the boats it holds shares that, if they are convicted of salmon poaching, they will face severe action.

After hearing this, Sheriff James Paterson admonished the firm at Dune Sheriff Court.

Gully

The association had been found guilty of illegal fishing off the Berwickshire coast, as part owner of a fishing boat which was caught poaching by a naval fishery protection patrol.

Sheriff Paterson had deferred sentence until he saw what action the association intended taking, but he said he thought the firm could still take more effective measures to police the boats with which it is involved.

QUEEN WAITS FOR HER CROWN

WENDY SUMMERS (17) is all set for a royal year — she has been named as the 1978 Tweed Salmon Queen.

Her coronation on the banks of the Tweed at Berwick in July is one of the most colourful events in the Border calendar.

Wendy — a fifth form pupil at Berwick High School, is hoping to go to drama school. Her hobbies include acting, singing and dancing.



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Caley's new HQ

CALEY Fisheries Ltd. officially opened its new Tyneside headquarters at North Shields last week.

To mark the opening of the premises, which house Caley's fishselling operations on Tyneside, company chairman Graham Hellyer presented gold watches to 11 Scottish skipper-owners who regularly land at the port.

Caley has shares in a number of vessels and the

skippers who received watches were the firm's top-earners in 1977.

Speaking at the presentation, Bill Dalziel, managing director of Caley, said the new building was "a show of faith in North Shields as a port of the future."

"Despite the various uncertainties which surround the fishing industry at this time, we believe that the industry has a future — and that this

future lies with the inshore fleet."

Mr. Dalziel said that, because of its faith in North Shields, the company had decided to invest in the port and "chose this particular building because of its proximity to the area suggested for the siting the new fishing harbour."

Mr. Dalziel said it was planned to use the four-storey building for fish processing, cold storage and a store as well as a base for fish selling operations.

The skippers who received watches were: J. A. Aitchison, White Heather V; J. A. Buchanan, Scarlet Line; D. Fairlie, Nova Spira; W. W. Fleming, Starline II; J. E. Fleming, Ina McBeth; C. H. Home, Fruitful Harvest; G. A. T. Moodie, Rose of Sharon; D. Moodie, Sharon Vale; J. B. Moodie, Sharon Rose; R. McBeth, Sedulous II; and R. D. C. Stewart, Mayflower IV.

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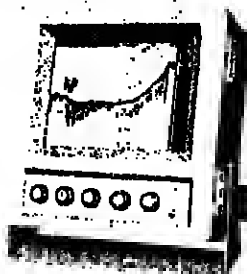
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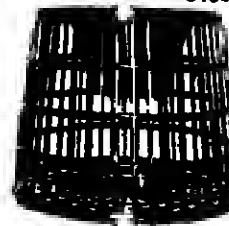
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Conferences and exhibitions

TOP SPEAKERS
'ON THE LIMIT'

PLANS to help
safeguard Britain's
troubled fishing in-
dustry will be outlined
at a top level con-
ference on frozen foods
later this month.

Leading fisheries repre-
sentatives are to meet for a clear-
the-air debate on world
problems at the First Inter-
national Frozen Food In-
dustries' Conference in Lon-
don taking place from June
26-28. The conference will be
taking place in conjunction
with the First International
Frozen Food Industries' Ex-
hibition at Olympia (June 25-
29).

Britain's case following the
stalemate of EEC Common
Fisheries Policy talks and
restrictions already imposed
in certain areas will be put by
Mr. C. I. Meek, chairman of

the White Fish Authority.

The dramatic effects of
EEC membership and virtual
halting of distant water
fishing are among key topics
to be considered in a special
workshop entitled "Is There a
Limit?"

The workshop — one of a
series on the third and closing
day of the conference (June
28) at the Royal Lancaster
Hotel — will be chaired by
Mick Coburn, managing
director of Findus, one of
Britain's foremost frozen food
companies.

The central issue of the
debate will be the future of
quick-frozen fish, in the light
of greater emphasis on in-
creased competition in com-
modity trading.

Though most of the
world's catch is still hunted
for immediate consumption,
a progressively large propor-
tion is frozen and traded as an
international commodity.

Mr. Meek will give his ver-
dict on the changing face of
the nation's fish production
and consumption in the ses-
sion *The British Industry's
adaptation to the new
Regime*. Delegates taking
part in the workshop will also
hear the views of overseas ex-
perts.

Murray Berger, president
and chief executive of United
States company, Seabrook
International, is to examine
the impact of re-allocated
limits on world fish supplies
for frozen food industries.

*Newfoundland's New
Status* sees the Canadian
province's Fisheries Minister,
Walter Carter, elaborate its
new responsibilities as an im-
portant supplier of white fish
since the US and Canada
applied a 200-mile limit.

In *Iceland — Frozen Food
Supplier*, the access to a large
North Atlantic source of
white fish, which has made
Britain's "cod war" enemy a
significant frozen fish
supplier, will be explained by
Olafur Gudmundsson, a direc-
tor of Icelandic Freezing
Plants Corporation and
manager of its United
Kingdom operation.

In *The Global Market*,
world-wide consumption and
marketing trends will be
reviewed by Robert Erskine,
publisher of the *International*

Further details are
available from: Food Focus,
2, Hereward Place, London,
W1R 9HB. Tel: 01-629 8817.

Mr. C. I. Meek,
chairman of the
White Fish
Authority, is to put
Britain's case on
restrictions al-
ready imposed in
certain areas at the
conference.

Dr. Geoffrey
Burgess, director
of Aberdeen's
Torry Research
Station, will give
details of new
resources found
because of the
limit clampdown.

Erskine Seafood Letter.

And the search for new
sources and species caused by
pressure on supplies and
fishing limits will be detailed
in *Exploiting Unused Fish
Resources* by Dr. Geoffrey
Burgess, director of Torry
Research Station, Aberdeen.

Mr. Coburn will also speak
on the first day (June 26) of
the conference under the

heading: *Can We Keep Up
with Demand?*
Further details from: The
Conference Secretary, Food
Focus, 2, Hereward Place,
Henover Square, London W1
(01-629 8817). Attendance at
the half-day workshop costs
£40 (+ £3.30 VAT) and full
three-day conference regis-
tration can be made for
£225 (+ £18 VAT).

Humber show's
fish feature

FISHING is planned as a major feature of a new ex-
hibition aimed at showing what Yorkshire and
Humber have to offer the business world.

Named *Expansion '78*, the
Yorkshire and Humber
International Trade and In-
dustries Fair & Conference is
a four-day event running
from September 7-10 this
year. The show will be based
on St. Andrew's Dock, Hull.

There are big opportunities
for trade, industry and com-
merce in the region generally,
say the organisers, Intermark
Exhibitions.

Much of the northern part
of the region is scheduled as
a development area.

Humber's principal ex-
isting activities of road, rail
and sea transport, ship-
building, engineering and
offshore oil and gas explo-
ration and production, together
with support facilities, will be
featured.

Rigging

A special section within the
exhibition is to be devoted ex-
clusively to exhibitors in or
associated with the fishing in-
dustry, from fishing in-
dustry, processing, freezing, pack-
ing, distribution and
marketing operations.

A conference — to be held
in the Royal Station Hotel,
Hull in conjunction with the
exhibition — will feature
speakers on a wide range of
subjects relevant to the grow-
ing industry. Add, commu-
nication strength of Yorkshire
and Humber.

Vandals
close
quay to
public

ONE of Whithy's biggest
tourist attractions — the
fish quay — is to be closed
to the public during work-
ing hours following com-
plaints by fishermen of in-
creasing vandalism.

The men also said there
were health and safety risks if
dogs and people are allowed
to wander on the quay while
catches are being unloaded.

The town's harbour com-
mittee decided to close the
quay and officers on its
security.

Russell Bradley, Scar-
borough Borough Council's
chief executive, said some
people regarded the quay as
an adventure playground.

Skipper Robert Harland
said the mooring ropes of
boats costing nearly £500,000
had been cast off by vandals
and lives could be lost if this
happened when the River Esk
was in spate.

He said fish worth £1m
was landed on the quay last
year and there was an impor-
tant hygiene factor.

Agency deal

EBB (Shipbrokers) of
Dundee has become agents
for Sellaury steel boat-
builders, Avon-Brunel. The
deal was agreed at this week's
Plymouth Boat Show.

THE threat of a walk-out
by 500 Aberdeen
engineering workers over
the smell caused by the
nearby Caledonian Fish
Meal Plant at Greenwell
Place, Aberdeen, cleared
the air quickly.

Workers made the threat in
a letter of complaint to Aber-
deen District Council.

They said that the smell
was "nauseating" and could

last for periods of anything
from five hours to five days.

Mr. Archibald, conveyor of
the Amalgamated Union of
Engineering Workers at the
Consolidated Pneumatic's
tool division, said that any
claim by the workers for loss
of earnings would be given to
the Aberdeen District Coun-
cil.

The letter also invited
members of the committee to

go to the plant and smell the
"sickening" odour
themselves.

The matter was then hand-
ed over to the city's health
and cleansing committee and
quick action was taken.

Since the ultimatum was
put before the committee the
situation has greatly im-
proved and full co-operation
has been given to stop the
smell recurring.

SALMON EVIDENCE

SIR, I was surprised to see in
Fishing News, May 5, that Mr.
Watkin should take such ex-
ception to my letter.

As for providing evidence of
illegal fishing for salmon, I
quote *The Daily Telegraph* (4-9-
77): "Mr. Marcus Kimball
recently visited Billingsgate.

The Tory MP reckoned that
two-thirds of the salmon in the
London wholesale market had
been caught by drift-net."

There is a further reference
in *Hanmer* (19-6-79) by the
Under-secretary of State for
Scotland: "It has been es-
timated illegal catches in 1977
were worth £900,000."

Another correspondent, Mr.

Methuen, quotes fines out of
proportion, and a man losing
his job over one salmon. Not a
few policemen have lost their
jobs over a few packets of
cigarettes! Foreign fishing
boats have been fined tens of
thousands of pounds for a few
boxes of fish.

On the rights of landlubbers
to police the sea, Mr. Methuen
should buy the relevant Fishery
Acts from H.M. Stationery Of-
fice. Cheap at the price! It is
not his view nor mine that
counts, but the relevant Acts of
Parliament, interpreted
through courts of law.

My third challenger is Mr.
Duncan, who asks me to name

people and boats. Latest case
R. M. Davies, MFV *Spitfire*,
LH107, Aberdeen Sheriff
Court, May 5, for drift netting
47 salmon in Mr. Methuen's
area.

Mr. Duncan's followers are a
very small minority and I do not
intend to give them the publi-
city they seek by continuing this
correspondence further.

I am confident, after reading
official Government reaction to
drift netting as published in
Hanmer for May 19, that H.M.
Government have the matter
firmly in hand.

Mr. Duncan and his friends
and allies are not the large ma-
jority of honest fishermen to
whom the salmon industry is
Eccelegregius.
Montrose, DD10 0DD,
to the real problems facing
Scotland.

Majority

BILLINGSGATE
ALLEGATIONS

OVER the past two months correspondents in our
"letters" column have been taking issue with Mr.
Foraythe-Grant of Montrose over his allegations that
illegally-caught salmon is being handled at Billingsgate
fish market.

Because of the publication
of the letter from Mr.
Foraythe-Grant on April 25, it
has been brought to our notice
that members of some sec-
tions of the industry feel that
this implies we agree with the
views expressed.

To set the record straight,
we would point out that
Fishing News does not
necessarily agree with the
views put forward in publish-
ed correspondence.

In this particular case, we
would like it to be clear that
we disassociate ourselves
from the remarks made by
Mr. Foraythe-Grant.

Short
supply
lifts
prices

FLEETWOOD was again
short of fish last week with
the result that prices were
on the high side for May.

Top ship was the Boston
side trawler *Boston Explorer*,
commanded by Skipper Bill
Anderson, which landed 748
kts from the middle-water
grounds for £22,020.

She was followed by the
French stern trawler
Tracodex landing her first
trip at the port. The vessel
had 656 kts including 55 of
hake, 35 of cod, 30 of
mackerel, 150 of haddock,
20 of whiting, 70 of sole, 15
of roker, 35 of dogs and 150
of ling which sold for £20,483.

An indication of the good
markets is given by the catch
and grossing of Andrew
Wilson (Sk. John Banks). She
landed 237 kts worth £7,921.

On the same day Rosomondo
(Sk. Ken Beavers) landed
186 kts which sold for £5,144
and *Craigmillar* had a top-
quality catch making £4,587.

SPEED, POWER AND
MANOEUVRABILITY

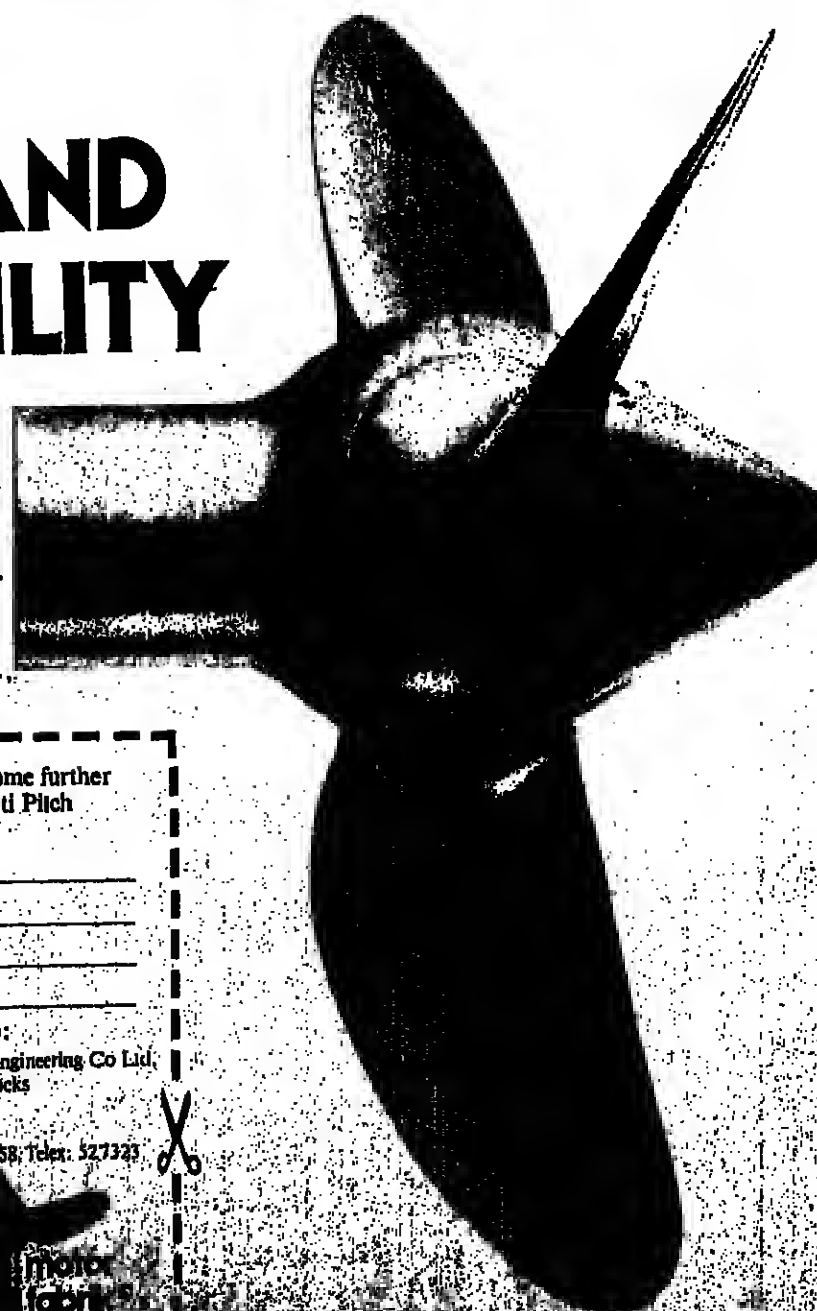
Manoeuvring in tight spots is always a problem for fishing vessels, freighters and tugs
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Handwritten: I note
a propeller cable

Net firm knocks up double century

TODAY (Friday) marks the 200th anniversary of the founding of Ayrethire net and twine manufacturers W. & J. Knox Ltd.

At a ceremony being held today Her Majesty's Lord Lieutenant of Ayr and Arran, Colonel B. M. Knox, M.C.T.D., will unveil a plaque commemorating the occasion.

Colonel Knox is the sixth generation in direct line of descent from the founder of the company and was connected with the firm until last year.

The company's story began in 1750 when one William Knox started a flax bleaching

operation on the banks of the River Garrook. In 1778, with his son Robert, he set-up a water-operated textile mill in Kilbirnie to spin the fibre.

Initially the new firm produced linen thread but, later, added a range of flax netting twines which were sold all over the world to fishermen who hand braided their own nets.

In 1898 the company merged with its two main competitors, William Barbour and Sons of Llieburn, Northern Ireland, and Finlayson, Bousfield and Co. Ltd. of Johnstone, to form the Linen Thread Com-

pany which is now known as Linindustries Ltd. Last year Knox was purchased outright by Cosset Ltd., but still trades under its original name.

The merger led to rationalisation of plant with the heavier weaving machinery being moved to Grimeby and the lighter units being concentrated at Kilbirnie.

Following the merger, Knox also acquired the Annahilt polythene extrusion plant. So, it will now be able to control the quality of its polythene sheet netting throughout the manufacturing process.

Today Knox makes a range of twines, chast netting and also complete nets.

Purse seine panels are exported to leading Norwegian net makers, but Knox plans to move into purse seine manufacture.

The firm is also a major supplier of polypropylene cod nets to Denmark and also finding a rapidly expanding market for these nets in the UK.

Following the acquisition of the net making interests of the Gourock Ropework Co., Knox also makes a range of trawls and seines. In addition the firm is becoming involved in fish farming with a range of cage nets built to customer requirements.

COME IN OCEAN CONTROL!

SOUTH Angus MP, Andrew Welsh, is to ask the Government to investigate the possible setting-up of a world ocean authority. This would control the offshore movements of ships and the construction of ships as a protection for the fishing industry.

Mr. Welsh said the international underwater authority, Jacques Cousteau, was advocating such a move.

At the same time Mr. Cousteau wanted an end to the building of supertankers and, instead, fleets of smaller oil tankers to be built. This would mean that, if there is oil spillage, it would not be at

the disaster level which recently hit Brittany and the beaches near Lowestoft. Mr. Welsh said: "Mr. Cousteau is concerned about the damage done off the Brittany coast to oyster beds from the oil spillage there. He fears that weeds will replace algae. I dread the thought of any oil spillage off the Scottish coasts with the adverse effects it would have."

"We have strict control of air traffic, but we are lax in controlling shipping."

"If we had a world ocean authority, controlling the offshore movement of shipping and setting international standards for the building of ships, it would minimise a lot in possible spillages."

MP all at sea

NORTH ANGUS MP Allick Buchanan-Smith, was up early on Monday to go for a day's fishing on board the sealer *Gray Dawn* from Gourdon, Kincardineshire.

Mr. Buchanan-Smith said: "I think the best way to hear the fishermen's problems is by going out with them during a day's work."

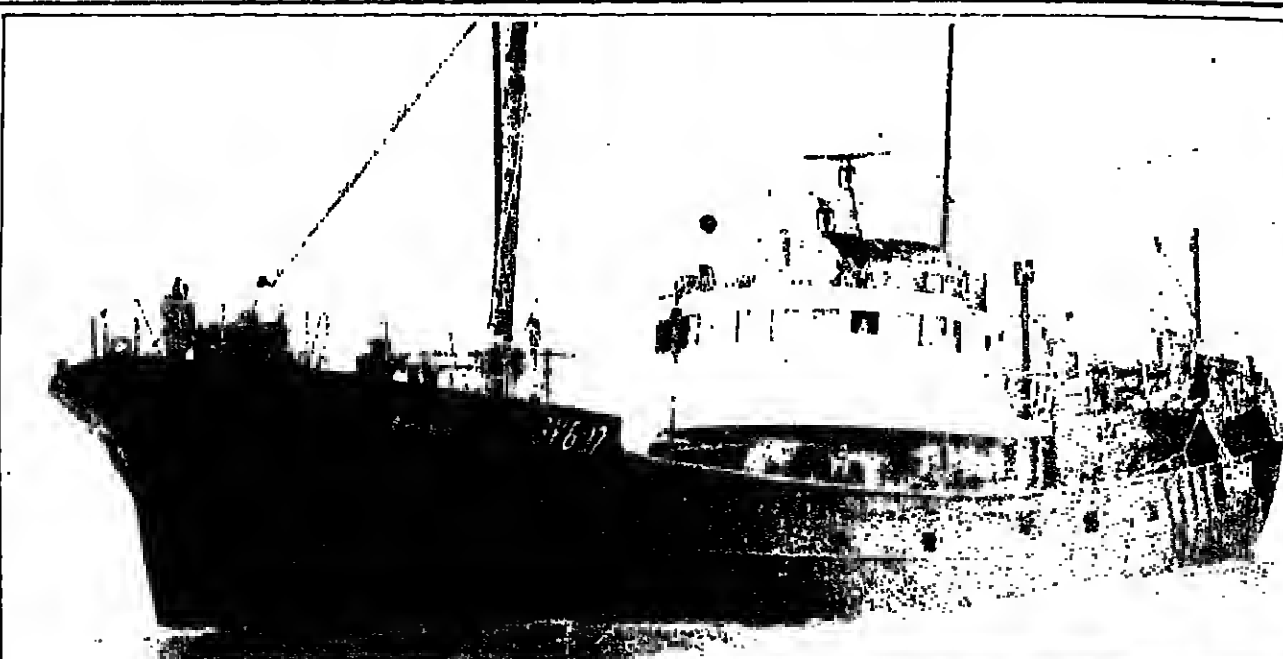
"The industry is at a critical stage at the moment since the Council of Ministers in Brussels is expected to discuss policies soon."

"It is imperative that in these talks in Brussels, the Fisheries Minister, Mr. Silkin, stands firm and fights for fishermen."

OBITUARY

G. J. T. "Jack" Chemoock has died at the age of 75. He was one of the best known personalities in the Fleetwood fishing industry which he joined in 1920 with Clifton Steam Trawlers.

When the firm closed down in 1945, he joined Boston Deep Sea Fisheries as chief seaman.



GRIMSBY'S already depleted distant water fleet of trawlers took another knock last week when it was announced that two more motor trawlers are to follow *Prince Charles* and *William Wilberforce* to ship breakers.

This time the vessels sold for scrap are Consolidated Fisheries' 439-ton sister-ships *Spurs* (GY 897) and *Blackburn Rovers* (GY 706). Both trawlers have been sold to breakers near Portsmouth and are expected to leave Grimsby for the very last time under their own power later this month.

Neither vessel has fished this year due to the crippling restrictions on quotas and licences which have had savage repercussions on Grimsby where most of the distant water wet fish fleet is now laid-up.

Don Lister, director and fishing vessel manager of Consols, told *Fishing News* the decision to scrap had been taken reluctantly. Both trawlers were due for a major survey and the high costs of keeping them laid-up was another factor which influenced the decision.

Spurs and *Blackburn Rovers* were built by the Goole Shipbuilding and Repairing Co. in 1962 as two of 12 near identical 140-ft. motor trawlers Consol built in the late 50s and early 60s to replace the firm's steamers.

Notte County was lost off Iceland in 1968, so Consol now has only nine trawlers on its books at Grimsby, although it is rapidly expanding into the North Sea seiner section.

Spurs was one of the most successful in the series, being a regular big money earner. Last year — under Skipper Bill Hardie, junior — she was once again the company's top grossing trawler and chalked up 2413.311 from 12 distant water trips.

Blackburn Rovers made 16 trips last year, most of them on the middle water grounds, after stepping down from distant water work due to lack of

RELEGATED!

'Spurs' and 'Rovers' sold for scrapping



Above: *Spurs*, top earning trawler with Consolidated Fisheries last year, and *Blackburn Rovers* (left). Both vessels have now been sold for scrap.

LANDINGS DOUBLE

VALUE of white fish landed at Whitby in January and February — the last months for which figures have been published — was almost double that for the same months last year.

In February the fleet landed 5,496 cwt. worth 295,364, compared with 3,060 cwt. worth 252,801. In January the catch was 5,476 cwt. valued at 216,535, compared with 4,438 cwt. and 288,381.

'Lives at stake'

STRONG criticism has come from Whitby cable fishermen after the RNLI's decision to close Runswick Bay lifeboat station.

Objections have been made by the Coblemen's Association to RNLI headquarters.

The coblemen said in a letter that, with the advent of fishing by trammel nets instead of the traditional longline, greater risks are being taken by cable crews to work the nets and recover them in bad weather. "Cables are working north and south of Whitby and Whitby lifeboat cannot look after the increasing cable fleet at each side of the

"In our opinion a rubber inflatable lifeboat will prove totally inadequate in winter."

"Runswick lifeboat has always been self-supporting and has never been a liability to the RNLI."

"To close the station will mean putting fishermen's lives at stake and we cannot any justification in this short-sighted plan."

The letter said: "There cannot be any plan for this closure. The lifeboat managed by a first class crew and had any money problems. We can reconsider your decision on Runswick."

let's talk radar

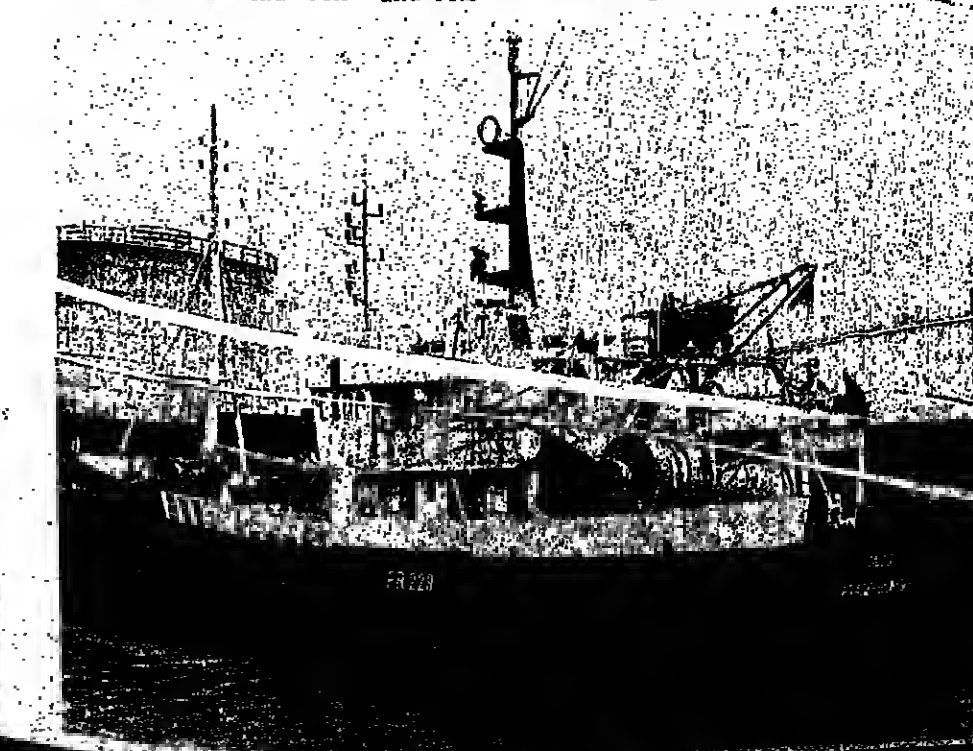
Redifon/Furuno Radar - 'It's most reliable' says Alex Thomson, skipper and owner of the 'Emma Thomson'



'Emma Thomson' fitted with a range of Furuno equipment including Furuno FRS 48 and FRS 24 Radars.

New Norwegian built Purse Seiner 'Tails' fitted with Furuno radar combination

The 146ft 'Tails' which was recently completed by the Norwegian shipyard of Karmoy Mak for the Telt family of Fraserburgh is pictured below. The 'Tails' is equipped with Furuno FRM 64 and FRS 24 Radars to give maximum reliability and range of performance. We wish her successful fishing.



Alex Thomson should know about Furuno reliability. He has been using Furuno Radar on the 'Emma Thomson' INS 100 for more than two years with excellent results.

The 'Emma Thomson' of Lossiemouth was built by Campbelltown shipyard in 1976 and is fitted with a range of Furuno equipment including their FUV 11 and F 850 Echo-sounders as well as their FRS 48 and FRS 24 Radars.

Another skipper and owner with experience of the reliability of Furuno Radar is Mr. George Foreman of Paterhead. On board the 'Star of Bethlehem', he has two Furuno FRS 24 Radars and reports consistently excellent performance and results.

Furuno's reputation for reliability coupled with great performance is becoming widely appreciated. It is quite common to hear of skippers operating Furuno Radar for over twelve months without requiring a service.

The recent building by James Noble's Fraserburgh yard — the 74 foot 'Devotion' PD 217 — for brothers Alex John and James Hay Strachan — is fitted with a full range of Furuno equipment including two FRS 24 Radars.



Mr. Alex John Strachan skipper/owner in the wheelhouse of the 'Devotion'. One of the vessel's FRS 24 Radars can be seen at the top right of the picture.

Redifon/Furuno FRM 64 and FRS 24 What a great package!

More and more skippers are now specifying the Furuno FRM 64/FRS 24 Radar combination.

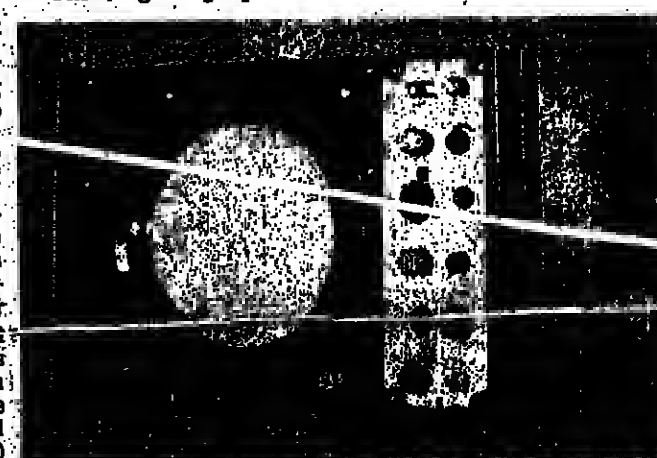
Recently equipped with the Furuno FRM 64 Radar, to add to their existing FRS 24's, are the MFV 'Stephens' and the MFV 'Spearmen' both of Kijkel, in Scotland, skipper Alexander Manson of Mallaig has also fitted an FRM 64 to his vessel the 'Silver Sea' to complement the FRS 24 already fitted.

By fitting these two ruggedly built high performance Radars, the ideal combination of long and short range performance in normal dual radar installations is achieved. On the lower ranges these Radars offer excellent discrimination for close targets due to the 6.5 foot scanner (or an optional 4 foot scanner on the FRS 24) and a 1.25° horizontal beam width.

The FRS 24 is supplied with a magnolifier as standard, the unmagnified display being 7", while on the FRM 64 a clear well defined presentation is given on a 10" CRT.

The long range performance of both these Radars is ensured by the 7kW output power of the FRS 24 and the 10kW output of the FRM 64.

Both the FRS 24 and the FRM 64 Radars operate from all known ships' voltages.



REDIFON Sole UK distributor for FURUNO

UK: Redifon Ltd., 100, Victoria Road, London W14 9JF. Denmark: Skibteknik A/S, 100, Skovvej, 2650 Valby, Copenhagen N. Norway: Furuno Norge A/S, P.O. Box 821, 0501 Alnabru, Oslo.

AIRCO synthetic
SEINE NET
ROPE

REPORT No. 55149 22nd May 1978
Your Ref. AIRCO/WW. Results of test on sample, described as Length of used Synthetic Seine Net Rope, received 16th May 1978, from 16th May 1978, from Airedale Rope Company Ltd., Leeds.
Airedale Test No. A577
Maximum load 9740 pounds, 2.01 tons.
Remarks: fracture took place clear of the grips.
Your Ref. AIRCO/WW. 'Airoc' Seine Net Rope, 21" dia. applied to 'Fisher's' Mutual Association Ltd., 100, Victoria Road, London W14 9JF, after 2 years use.
Mr. R. Robinson, after 2 years use.

speaks
for itself

AIREDALE ROPE COMPANY LTD
BRAMLEY LEEDS LS13 3LS
Telephone: Pudsey 555655/6. Telex: 556487 Airope

50 years ago

... Retelling some of the stories which appeared in our columns this week 50 years ago.

JUNE 2, 1928

FLEETWOOD Fishing Vessel Owners' Association agree to German trawlers having the same facilities to use market boxes as Fleetwood-owned boats. This is one of the most important developments since German vessels used Fleetwood as their base.

LATEST addition to the North Shields fleet runs trials successfully and begins first trip. She is *Tynemouth Castle* owned by Messrs. F. W. Catchedle and Co.

MAN eating shark entangled in 30 nets of the drifter *Gowan* during a trip to the Irish coast. The shark weighed five tons.

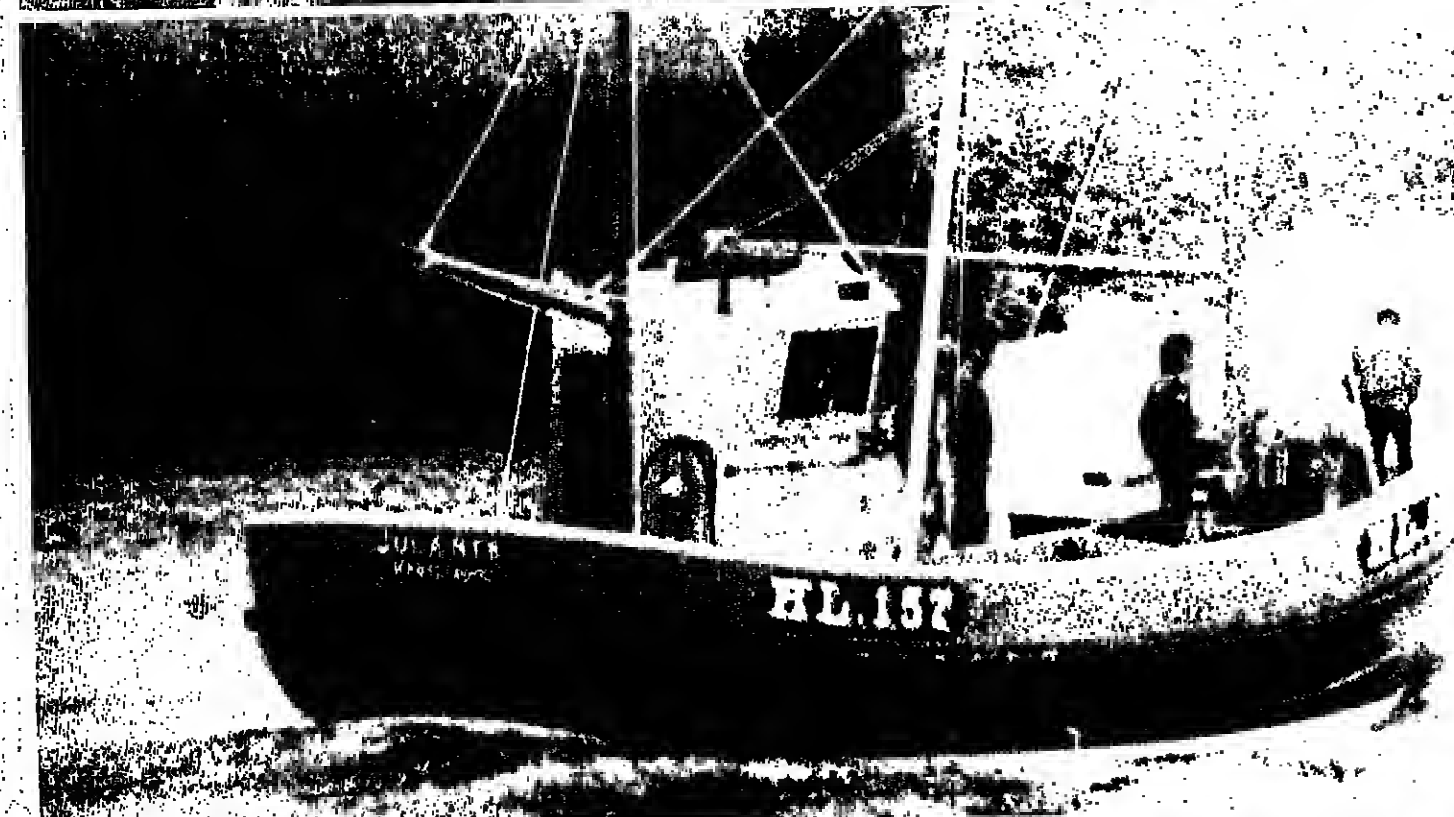
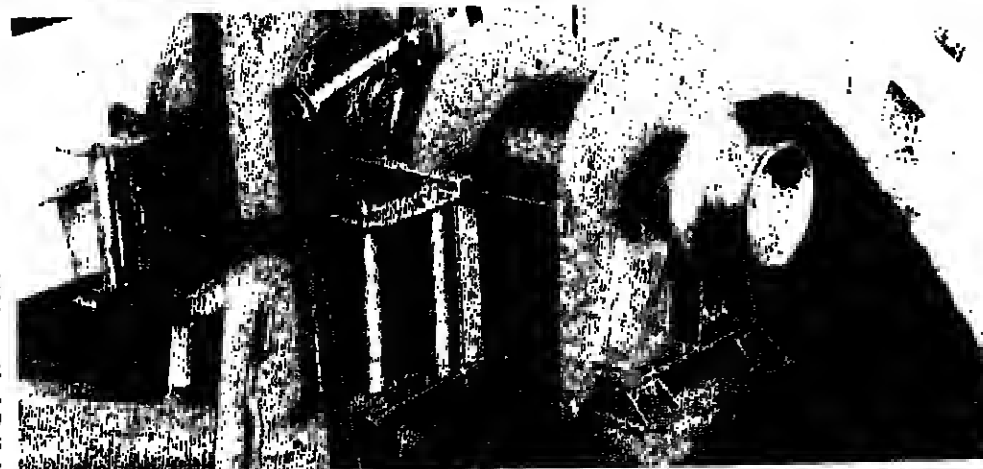
FINANCE Committee of Aberdeen Harbour Board appoints sub-committee to meet sub-committee of Town Council to consider method of paying for £130,410 fish market extension.

220 BOATS, including 136 British steam trawlers, are now based at Fleetwood.

WHOLE of Stornoway Harbour Commissioners' curing plots taken up by fishers. Preparations for herring fishing on greater scale than ever before at Stornoway.

BOSTON Deep Sea's steam trawler *Bonthorpe* arrives at Fleetwood in excellent condition after steaming 231 miles per day for 18 days from Canso, Nova Scotia.

HARTLEPOOL'S NEW INS TRAWLER



A WOODEN-hulled inshore trawler has just been built for J. J. Harrison, Amble, Northumberland Price & Sons.

She was designed by J. Hardman of Lytham and has been built to the requirements of the Department of Fisheries.

Construction is in oak frames and she is carvel built. She is fitted out for soft bottom trawling and her owners are delighted with her.

Propulsion is provided by a Gardner 6LX 110hp diesel which develops 1200 rpm and drives a fixed Bruntons 40in. propeller from a Gardner gearbox.

The hydraulic trawl winch, situated at the fore end of the vessel, is a 1000 model, made by the Scarborough firm of North Sea Winches.

The winch is driven off the fore end of the engine by a North Sea Winches hydraulic pump.

Jabco bilge and deck wash

Julante—

38-footer

from Amble

boatyard

pumps are fitted with a deck pump.

Twin fuel tanks fit the engineroom port.

Top: the vessel which is driven off the fore end of the engine by a North Sea Winches hydraulic pump.

Above: the transom sterned *Julante* entering the harbour where she has just joined the local fleet.

CYGNUS WORKBOATS

May 1978 Vol. 3



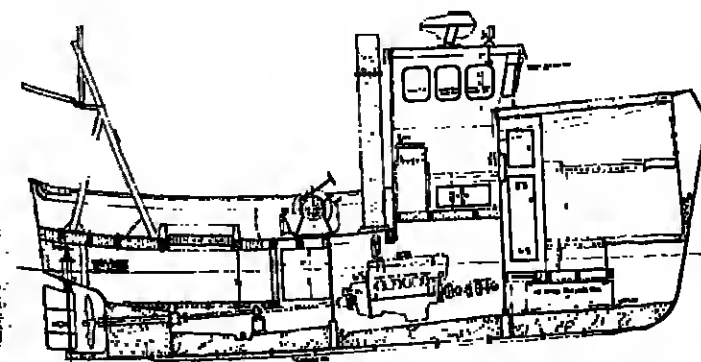
FIRST STANDARD GM26 FOR NEWLYN

LATE in 1977, Cygnus announced their intentions of trying to keep the cost of fishing vessels down by more simplification and the use of more moulded components in fitting out. The first example of this concept was MFV Kookaburra—a GM26 mackerel/lining boat for Sam Lambourne of Newlyn. With the new moulded GM wheelhouse pushed right forward, she has plenty of uncluttered, self-draining deckspace, and the absence of side decks enabled Sam to have his dual station controls tucked out of the way (see photo). Access to the fishhold is through a standard, moulded Cygnus hatch with raised coamings.

Propulsion is from a Thornycroft 154 marine diesel, developing 45hp at 2500rpm, through a 2:1 reduction PRM140 gearbox. The vessel features a Spencer Carter 1000lb line hauler on a P-bracket, Sailor RT144B radio, and a Kelvin Hughes Depmar 131 echometer. Steering is Wagner 700 series hand hydraulic.

Needless to say, Sam is absolutely delighted with his vessel—which, incidentally, Sam bought part complete from Cygnus, and finished off himself. Both Cygnus and the Newlyn fishermen think he's done a very good job.

CYGNUS BOATS FOR SAUDIA ARABIA



THE British White Fish Authority Industrial Development Unit (IDU) at Hull, who have been commissioned by Saudi Arabia to organise a modern fishing industry in their waters, have placed an order for two GM32 Research fishing vessels with Cygnus Marine. The order, which was put out to tender to all the GRP yards in Britain, was won against stiff competition, and Cygnus were 'delighted' to win what they consider a prestige order. It is obviously hoped that there will be more orders to follow.

The first two GM32's, being primarily for Research work, are very well equipped, both in terms of deck machinery and electronics, and are capable of carrying out virtually all methods of inshore fishing. The accommodation area for four persons, as well as the fishhold, are fully insulated with 75mm of polyurethane foam. Powered by a tropicalised Sabre 103hp normally aspirated diesel, driving through a 3:1 Twin Disc MG506 gearbox, the vessel features the following gear: Spencer Carter 1 ton trawl winch and 1/4 ton line hauler, Decca 110 radar, Decca DP150 autopilot, Shurad EY echometer, Sailor RT144B VHF radio telephone, Willis-Ridley T-50 hand hydraulic steering, Lister 1 1/4kw auxiliary generator, Wynnstment straight-line wiper, Jabco 1 1/4in. bilge/deckwash pump. The vessel will be built under WFA survey throughout. When building vessels of this calibre, it is not necessarily the price at the bottom of the page that's most important, it is the technical expertise of the yard in depth to cope with the project and its execution.

CYGNUS AT WORK AND PLAY



THE smiling face belongs to Robbie Curtis — skipper/owner of the GM32 MFV Rockhopper — one of the most well known Cygnus boats. He's smiling because that day he and his three crew caught 1050 stone of mackerel on hand lines. This payload was brought back to port on the deck of his vessel. He was to repeat this feat again in the same week.

Rockhopper was the second GM32 built by Cygnus, and recently came back to us for the fitting of a Decca DP150 autopilot, Sailor RT144B radio telephone, and installation of dual station Willis-Ridley steering.

Pictured (right) is Colin Parker's GM37 Byrman at the Fishing Regatta trawler race. She didn't win the race, but she was the top grosser in the Co-operative for boats up to 40ft LOA two years running!



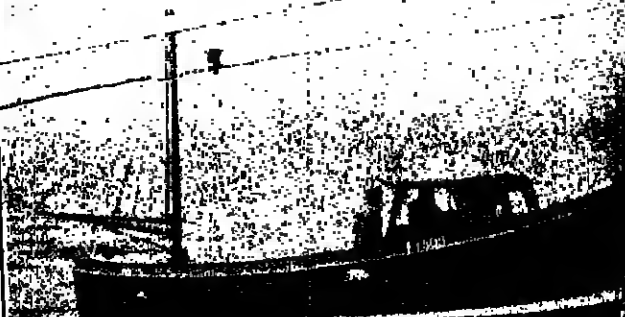
Insulations Ltd.

Unit No. 2 Chaucer Industrial Estate, Polegate, Sussex. Tel: Polegate 5125
STD 032-12-5125

North Star Industrial Ice Makers are built for rugged and reliable service, are simple to operate and are very versatile. The compact size requires a minimum of space and is easy to install, even without factory supervision, and are also suitable for shipboard installation. The ice maker will efficiently produce more ice per BHP applied, or more ice from the same compressor, than any other ice maker. 1.3 tons of refrigeration per ton of ice from incoming water at 60°F (15.5°C) at 16°F. Each ton of dry sub-cooled ice provides the equivalent of more than 17,000 square feet (1580 square metres) of cooling surface to chill and cool perishable and critical products.

Call and see us at Stand 848 in the Buchan Pavilion at Catch '78 in Aberdeen between June 14th-18th, and see a Model 10 Ice Maker in operation.

Cornish sk new Super



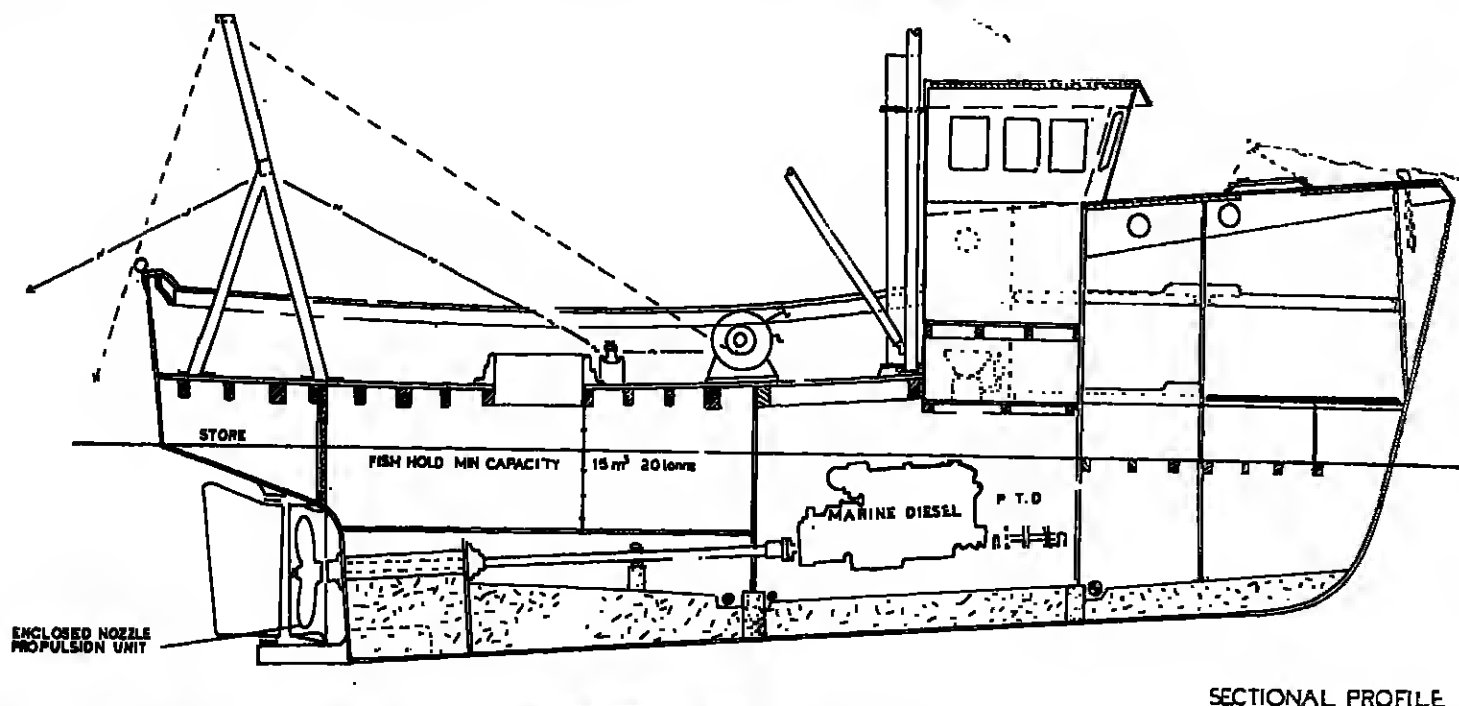
GM43—A FANTASTIC START

SINCE the announcement of the GM43 late in 1977, Cygnus has been inundated with enquiries for this big, beamy inshore fishing vessel, which although it is now 44ft. long, still comes under the D.T.I. 12 metre registered rules. Letters have been arriving at up to fifty a week — particularly from Scotland where the 17ft. beam and the big depth of the Cygnus boat has been particularly appealing, being very much in line with the shape of their traditional wooden craft. Cygnus expect to be producing one GM43 a month in 1979.

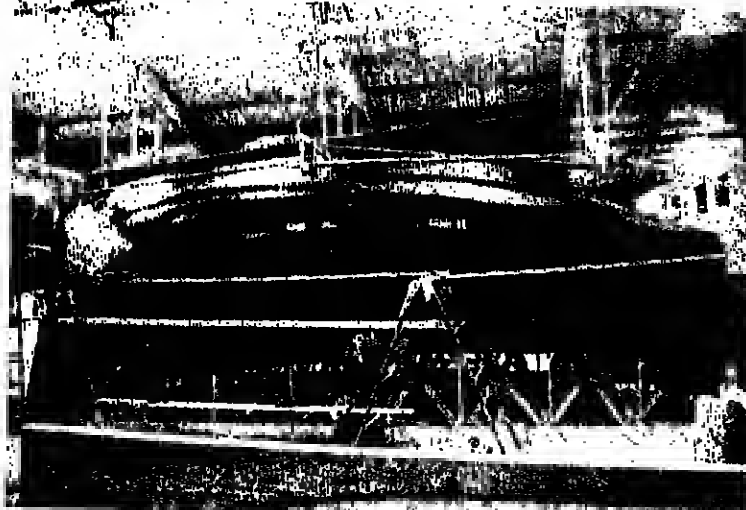
Cygnus are also heavily involved with several overseas contracts, where the developing nations are beginning to equip and up-date their inshore fleets. Pictured is a typical general arrangement of a GM43 for tropical use, complete with insulated fishroom and accommodation. Generally crews tend to be greater in number to the third world, and the whaleback is virtually standard equipment to give good accommodation space.

Pictured also is the GM43 plug nearing completion.

Such is the confidence in the designer — Gary Mitchell, and the builders — Cygnus, that there were already four firm orders before the mould was made.



SECTIONAL PROFILE

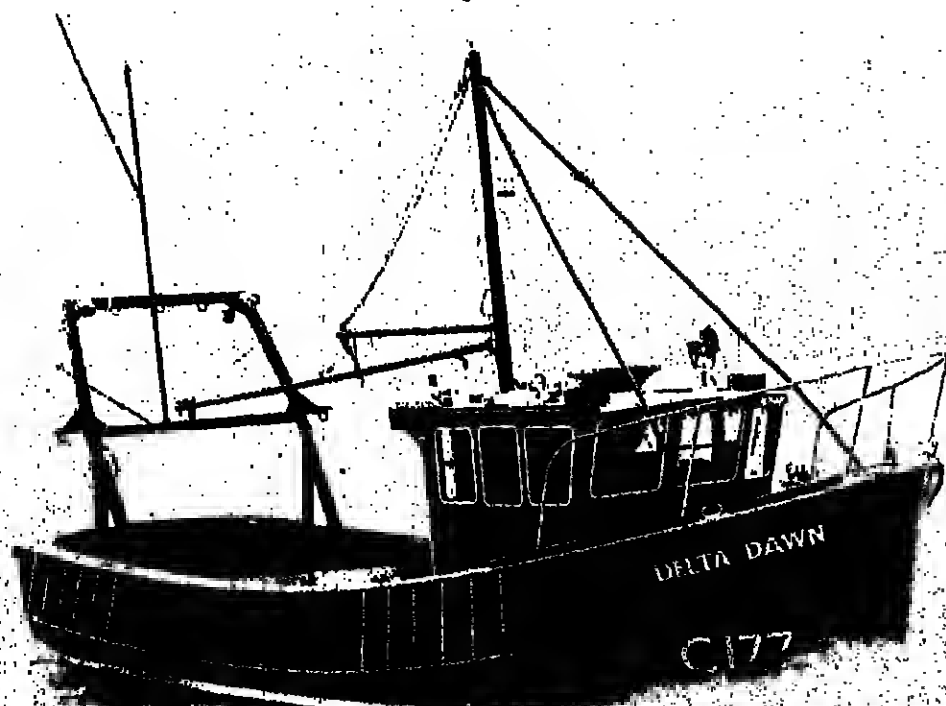


IRELAND—Year 2

O'DRISCOLL Boatbuilding, after an exciting first year importing the Cygnus hulls into Ireland, have begun the second year well with orders for GM32's and GM37's. It is interesting to note that in the first year the majority of hulls were GM26's, but the tendency this year is definitely larger.

The fact that Cygnus is now a household name in Ireland must be largely attributed to Joe O'Driscoll himself. Within two years of building his first GRP boat, he is now producing fishing vessels of enviable quality — typified by Delta Dawn (see photo). This GM37, built for Kevin Downes of

Duncannon, is truly versatile, and with her Spancer Carter 1 ton trawl winch, Hydema powerblock, Simrad EY echometer, Sallor RT144B VHF, Decca 060 radar, Decca 21 navigator, she can trawl or net, and is currently wreck fishing! Power is from the ever faithful Gardner 6LXB marine diesel. She is certainly a credit to both O'Driscoll and her owner.



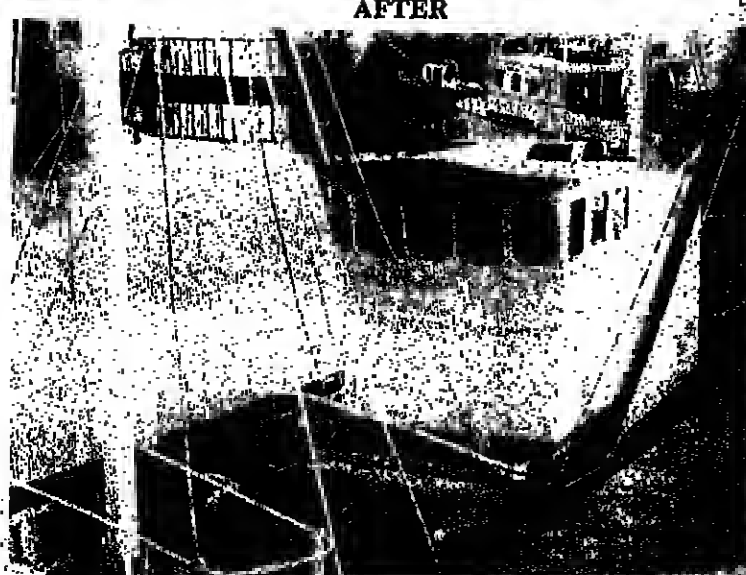
FACELIFT FOR MARC-HELENE

AN interesting transformation took place in Penzance in April. Clive Emmerson's newly acquired 57-foot French trawler, Marc-Helene, was given a new Cygnus GRP wheelhouse and galley module to replace the original French attempt. Cygnus have currently three orders for these mouldings — all for imported French boats, which tend to have small draughts, and leaky, wheelhouses. The Cygnus GRP wheelhouse (of which there are two sizes — 6ft. x 5ft. and 4ft. x 4ft. 6in.) are maintenance-free, and, being completely bonded internally, do not leak, even when subjected to all the stresses and strains of commercial fishing.

Why not transform your existing wood or steel vessel with modern GRP wheelhouse?



BEFORE



AFTER

THE GM RANGE

CYGNUS 15

LOA 15ft.
Beam 4ft. 11in.
Draught 9in.

GM19

LOA 19ft.
Beam 7ft. 6in.
Draught 1ft. 9in.
Dis. ¼ tonne

GM21

LOA 21ft.
Beam 8ft.
Draught 2ft. 6in.
Dis. 3 tonne

GM26

LOA 26ft.
Beam 9ft. 9in.
Draught 3ft. 3in.
Dis. 6.5 tonne

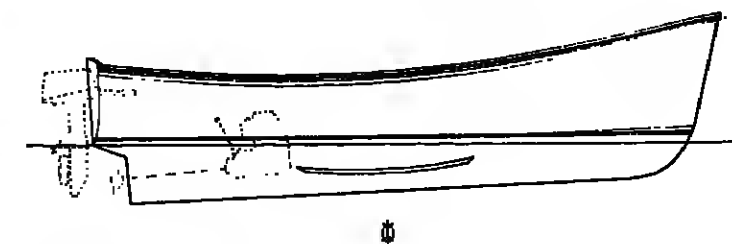
GM32

LOA 32ft. 6in.
Beam 12ft.
Draught 4ft.
Dis. 11 tonne

NEW GM19 FOR THE INSHORE MAN

THE latest addition to the Cygnus GM range, the GM19, is a radical departure from the normal Gary Mitchell concept. Unlike the GM21, it is a shallow draught vessel with full bilges for working shallow waters and taking the ground without legs or bilge keels. With the high price of fish on the markets, there has been a big increase in single handed fishing from coves and beaches, and this demands a particular type of craft. This, of course, fits in with the Cygnus policy of giving fishermen what they want. The GM19 has a beam of 7ft. 6in., a draught of 1ft. 9in., and a displacement of ¼ to 1 ton. Recommended horsepower range is from 8 to 20. It is hoped that a moulded forward dodger will be available later this year.

Length overall 19' 5 1/2"
Beam moulded 7' 6" 2 3/4"
Draft 1' 9" 5 1/2"



GM37

LOA 37ft. 3in.
Beam 14ft.
Draught 5ft.
Dis. 19 tonne

GM43

LOA 44ft.
Beam 17ft.
Draught 7ft.
Dis. 40 tonne

BRITANNIA YARD All Systems Go

WITH magnificent effort and co-operation from the total workforce, it took Cygnus only two weeks to move lock, stock and barrel the two miles to Britannia Yard. Although twice the size of the old yard, by the end of January 1978, all 22,000 sq. ft. was full with hulls under construction. By March, all the styrene extraction trunking had been installed, making the Cygnus yard one of the most modern, fully equipped, and safety conscious moulding units in the country.

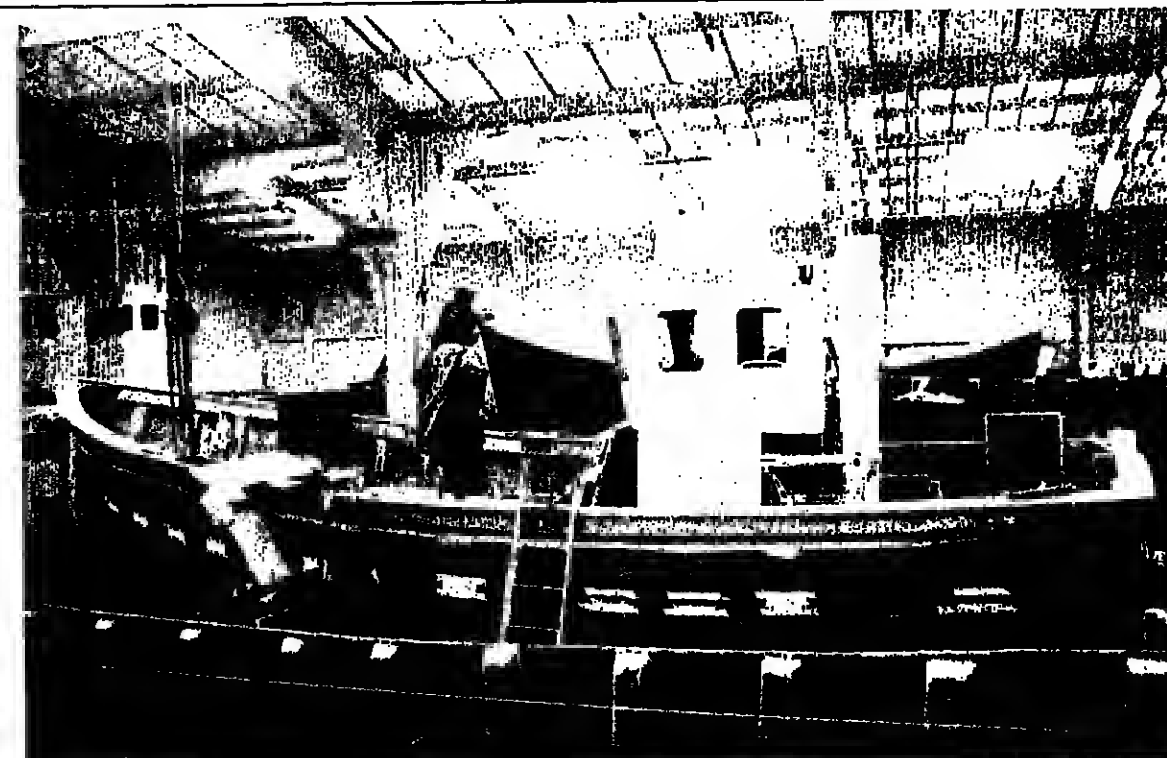
At the time of going to press there were 30 vessels under construction at Britannia Yard. All fishermen, whether in the market for a boat or not, are always welcome to visit the yard at any time.

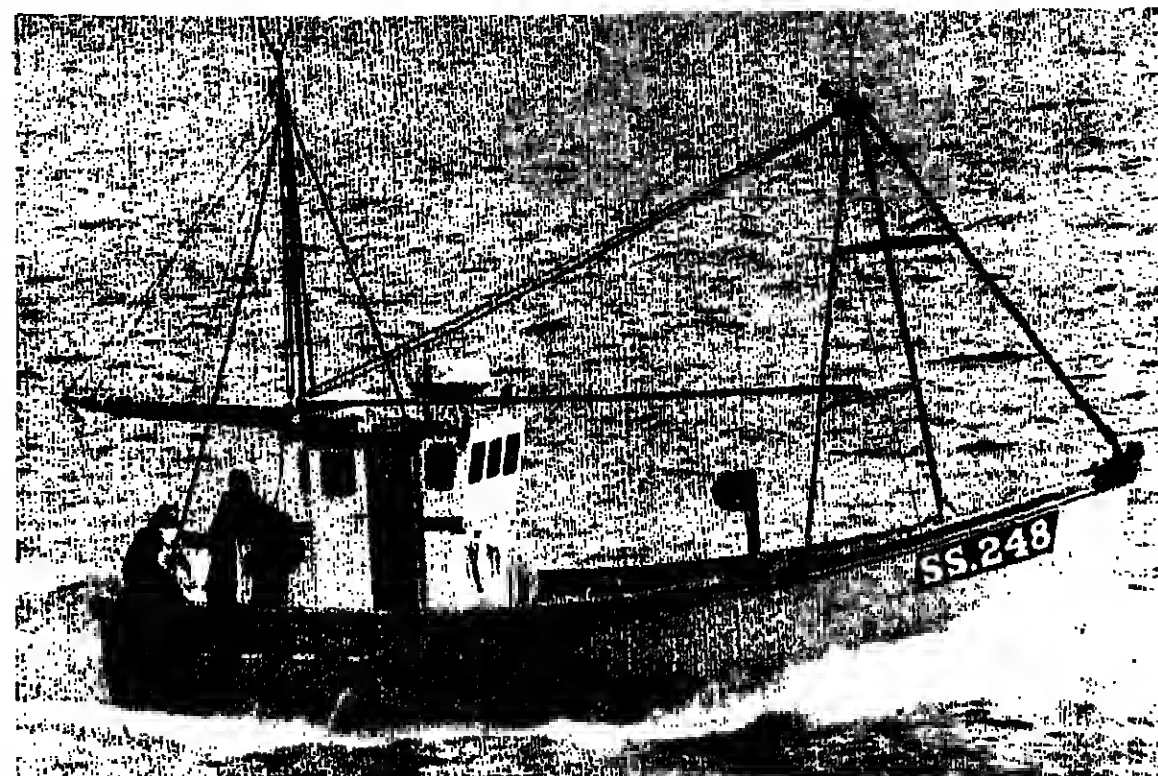
The smallest members of the Cygnus fleet — the little 15ft. working punt, and the plug for the new GM19.



Pictured (above, right) is a Cygnus GM32 crabber for Keith Favis of Salcombe. Powered by a Thornycroft 345, 100hp diesel, she is fitted with a ¼ tonne Celtic Slava line hauler, Sallor RT144B, Decca Navigator 21, and a Seascan Radar.

Pictured (right) is the general scene inside Britannia Yard. In the foreground is a GM26 cruising yacht for Holland, behind which is GM32 hydrographic survey boat for Portsmouth Polytechnic. Dominating the whole scene is the GM43 plug.





GM37 LINER FOR NEWLYN

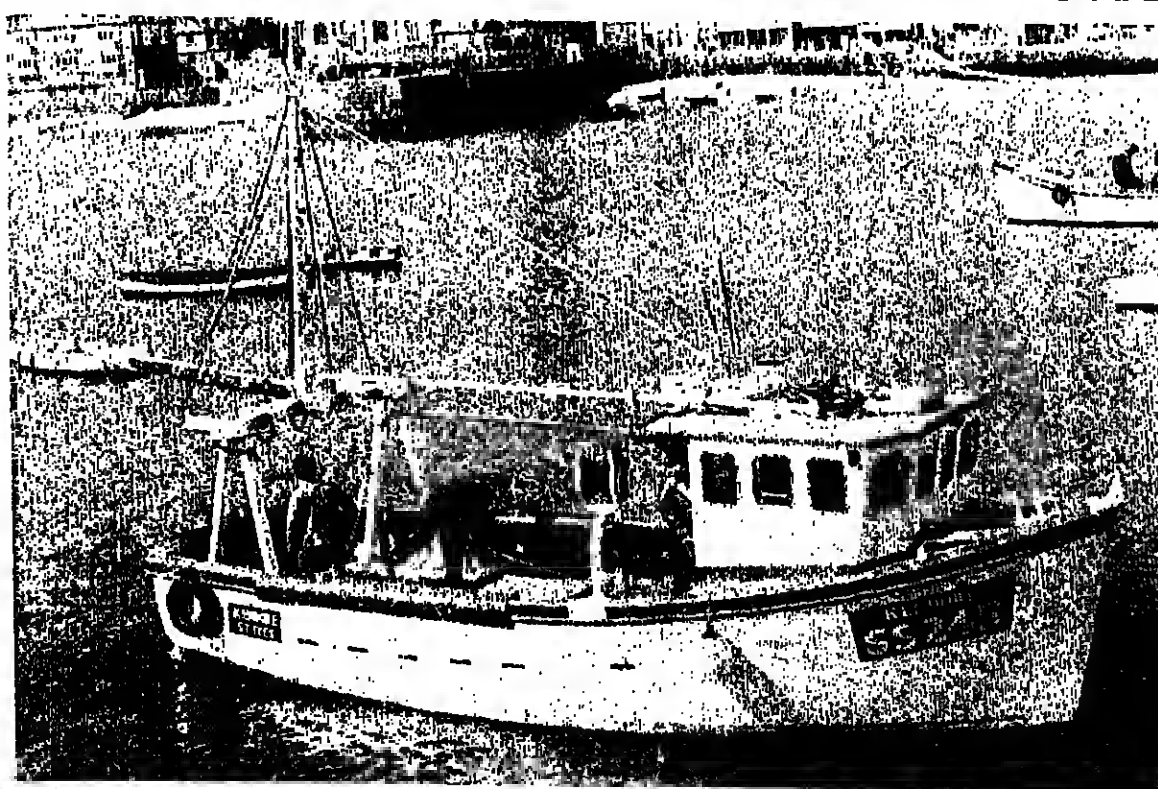
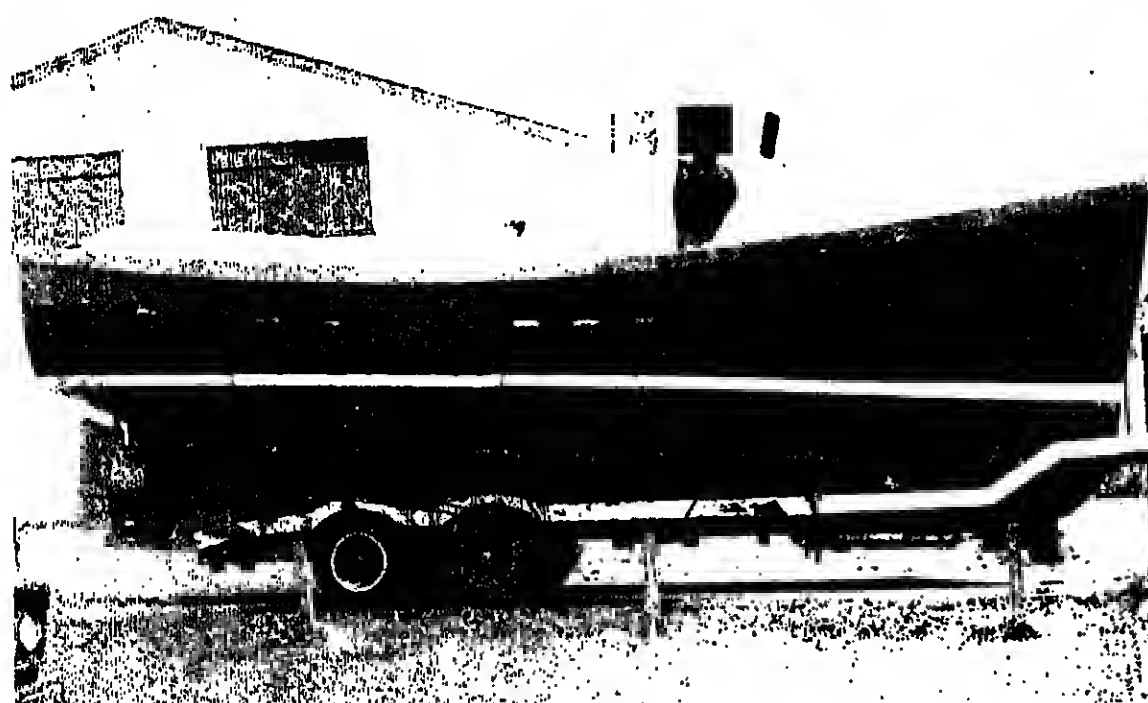
THE latest GM37 to be launched this year is a lining vessel for Newlyn—MFV Janeat Elaine for skipper/owner Edwin Stevens. The layout takes every advantage of the fullness and beam of the GM37. There are two bunks under the aft deck, and there is excellent access to the Gardner 6LXB propulsion unit through a door in the accommodation room insulated bulkhead. The watertight bulkhead is approx. amidships, with the result that the forward fishroom is very big, with up to 5 feet headroom. Electronic equipment includes Decca 060 radar, Soller RT144B, Koden Graphette echometer, Decca 21 navigator. Needless to say, Mr. Stevens is delighted with his vessel, which, with its turquoise hull, white wheelhouse, and black spars, looks as well as it performs.

ONE DOWN- TWO TO GO!

RAY AMOS of Exeter has just launched his GM32 angling charter vessel (complete with every electronic aid—including Sonar), and has at the same time taken delivery of a part-complete GM37 stern trawler (see photo). Furthermore, he has also applied to the White Fish Authority for grant/loan on a GM43. Needless to say, we don't get many customers like Ray (unfortunately), but he is a firm believer in Cygnus GM fishing vessels!

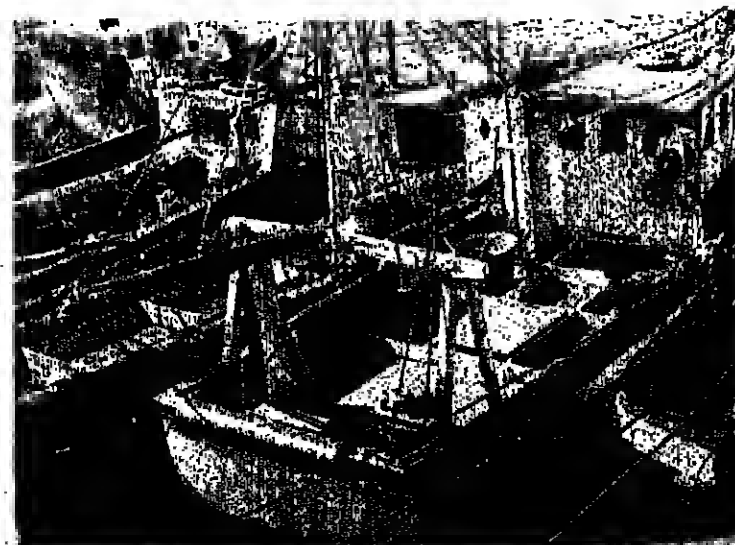
The GM37 was supplied as a hull, deck, and superstructure, complete with a 160hp Mercedes and stern gear, including a Kort nozzle. The vessel has good accommodation under the raised whaleback, and will be trawling and wrecking out of Exmouth.

Despite the advent of the GM43, the GM37 is still holding its own as a very handy-sized, economical vessel. Weston Workboats, Weston-super-Mare, have just ordered their third in less than a year. Cygnus rarely have less than three on order at any one time. Currently under construction is a real powerhouse GM37 stern trawler for Colin Frost, Flushing. Come and have a look.



MFV KENDORE

PICTURED is the fifth GM fishing vessel for St. Ives—a multi-purpose GM32 named Kendore. Owned by Ken and David Brian, she is the first small inshore vessel to be fitted with a Wessmar 110 Sonar, and other equipment includes Decca 21 navigator, Soller RT144B, Echometer. Power is from a Thoraycraft 380 Ford based marine diesel developing 108hp continuous. She is fitted with a stern gantry, which can be used for trawling or lining. Together with the mizzen mast and sail on top of the gantry, Kendore reflects the latest trend in the layout of inshore fishing vessels. Launched in February, she fished the tail end of the mackerel season from Newlyn, and is currently working tangle nets out of St. Ives.



THE TEAM

P. S. BRAY, B.Sc.
Managing Director
C. L. BROOK, B.Sc.
Sales Director
J. E. PETERS, C.Eng. MRINA
Production Director

For further information regarding
Cygnus Boats contact:
Chris Brook,
Cygnus Marine Ltd.,
Britannia Yard,
Penryn,
Cornwall.
Tel. Penryn (0326) 72970
Telex 45687

Printed in England by J. H. Lake & Co., Ltd., Falmouth

2, 1978

artlepool fleet.
the boatyard
owners G. E.

of 15 ft. Julante
d the White Fish

de have a capaci-
gallons. The
all tank for the
ated on port side
erom and has a
80 gallons. Fresh
capacity is 30
tank mounted in
the fore and of

el wheelhouse,
at the stern, has
aluminum windows
wheelhouse equip-
cludes: Decca
latest model Mk.
Hughes MS 39
der, Electronic
Seavoice RT
radio telephone,
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Sestrel compass.
g horn is fitted in
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owing post aft of
house, two towing
fitted aft on top
elhouse for the
to be towed from.

has a large deck
taking gill net and
of the gunwale
level is two ft.
is rigged out for
trawling with a 20
purpose Cosalt
6-in. steel V doors

cabin is situated
end of the vessel
with a Calor
men crew change
own, hard ground
fishing in the
owners worked
tobia Xmas Rose
before ordering

Potter for Devon

ANOTHER Cygnus GM26
has been launched at
Weymouth by Ross-
Mackenzie Boat Building.
She is for Brixham
skipper, Ernie Lane.

Shirley Betty III is an
offset wheelhouse version
powered by a Ford Sabra 80
hp diesel driving through a
Borg Warner 2:1 gearbox.
Caltic Slave 500 kg. pot
hauling gear has been install-
ed and is used in conjunction
with a swivelling davit.

Raised

Twin 150 gallon fuel tanks
have been fitted to the
OWNER'S instruction. She also
has Jabco 11in. deckwash,
one bunk, Kent View, Decca
Navigator, mast and derrick,
Seavoice VHF, Grapho depth
sounder, split diode charging
system and bilge keels.

With extra weight provided
by the 300 gallons of diesel,
the waterline was raised by
6in. and this has improved
the sea keeping qualities of
the vessel in heavy weather.

er works

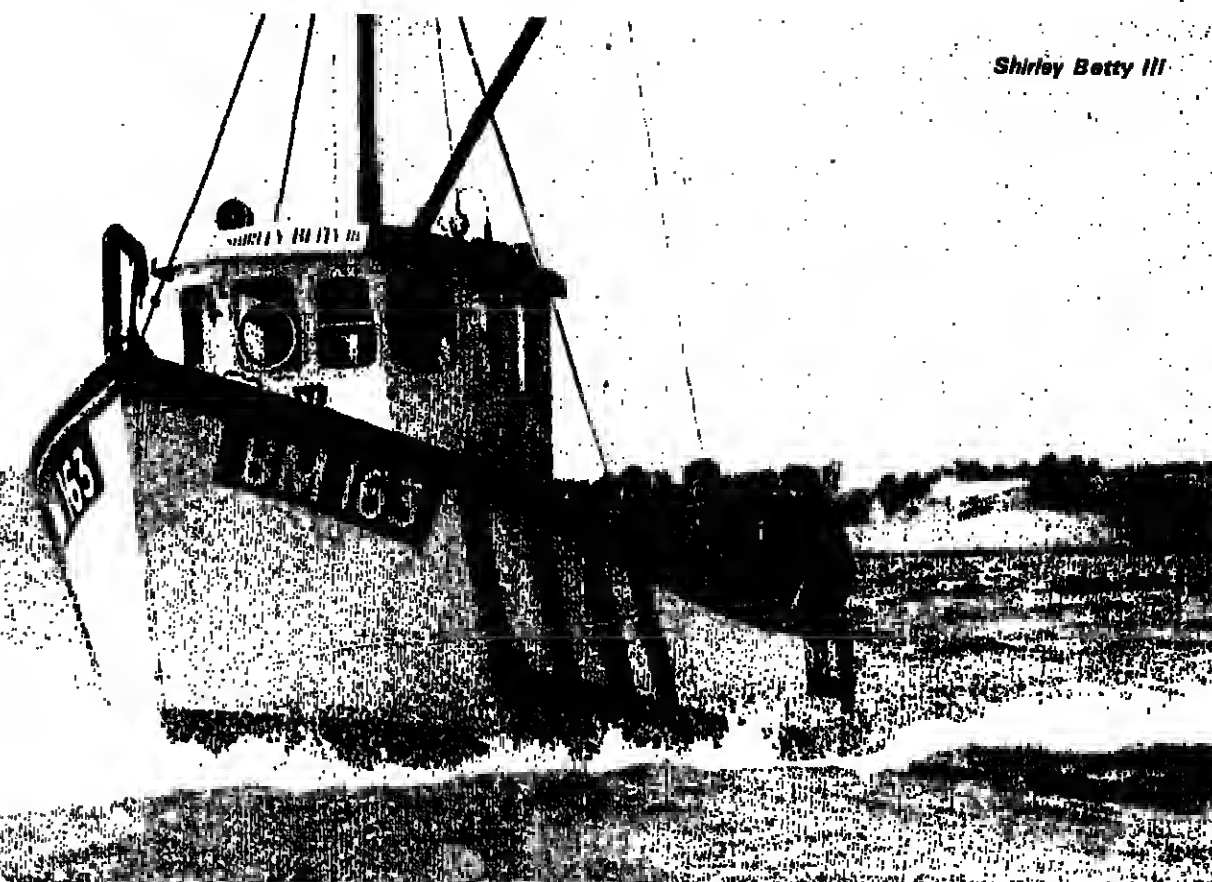
er launching from Skipper Furse, a former boat-
yard at Mitchell yard at Cornwall, is the
newest at the Mitchell yard and returned
to the yard for Skipper there to fit out his latest craft
of nearby which he is using mainly for ray
netting.

Designed by Gary Mitchell and
built of larch on oak, Superb II
has a beam of 10 ft. 6 in. and
draught of 3 ft. 3 in.

She is powered by a 44 hp Lister
HW3 MGR2 diesel turning the
propeller through a Lister
reducer gearbox.
The vessel has a 30 hp air-
cooled Lister engine. There
are two 80-gallon fuel tanks in-
stalled aft.

The smaller boat in the picture
is Skipper Furse's previous
Superb which stood by to low
Superb II into Mevagissey.

Gary Mitchell is now building
wooden boats after a spell of bu-
ilding out GRP hulls in the Cygnus



TREEVE MARINE LTD

WHY ARE
TREEVE MARINE'S
NEW COMPLETE
RANGE OF
SHALLOW DRAFT
INSHORE
FISHING
BOATS
PROBABLY THE
BEST NOW IN
PRODUCTION?

Sizes now available: Treeve Cove Boat (16'),
Treeve DS 20 (20'), Treeve DS25 (25' 6")

1. Shallow draft — from 1' to 2' 6"
2. All designs developed from traditional West Country designs
3. Can be easily beached — several keel configurations available for different types of beaches
4. Excellent sea-keeping capabilities, i.e., Cornish winter sea conditions.
5. Economical handling, i.e., single handed
6. Very low fuel costs

GRP FEATURES

1. Lumber holes — no extra charge
2. Any colour hull — no extra charge
3. Superior hand lay-up techniques
4. 12 years experience in producing GRP
5. Lloyd's, DTI, and White Fish Authority approved workshop
6. Workshop fully air-conditioned

TIMBER FEATURES

1. Only Grade A selected timbers and hardwoods used
2. Only Grade A Thomas 10/88 marine plywood used

Hull supplied, all parts and
pieces. Prices i.e. complete
vessels ready for sea: Cove
Boat with 8 hp diesel £2,500.
Treeve DS20 open boat with
Lister SW2, 18hp engine
£4,400. Treeve DS25 with
new angler GRP wheelhouse
and Lister STW 3, MGR 2
engine/30hp £7,500.

TREEVE DS 25
Designed by Denis Swire, C. Eng.,
FRINA
Principal dimensions:
Length overall: 25' 6"
Beam: 8' 6"
Draft: 2' 6"



For further details contact
Robb Lyle, at Treeve
(0730) 782214, or write to
Treeve Marine Limited,
Treeve Lane, Hayle, Cornwall

GUNDELACH'S CFP RUS

EUROPEAN Fisheries Commissioner Finn Olav Gundelach is currently touring EEC capitals to see what progress can be made towards a Common Fisheries Policy at a ministerial meeting in Luxembourg (June 19-21).

On June 1 Mr Gundelach was in Copenhagen for talks with Danish Fisheries Minister, Svend Jacobsen, and today he is in Paris to see the French Minister responsible for fisheries. Mr Gundelach finishes his tour in London on June 6 when he will meet Fisheries Minister John Silkin.

Sources in Brussels are pessimistic about any progress being achieved. They do not expect Mr Silkin to modify his position and think that the other fisheries ministers are highly unlikely to make further concessions.

The Danish Minister is almost certain to take a tougher stand following the port blockade by 2,000 Danish fishermen which ended on May 18.

The Danes were protesting about the drastic reduction of quotas in the Baltic and the EEC's continuing failure to negotiate agreements with the Baltic countries (including the USSR, Poland and East Germany) with which fisheries contacts have been frozen since last November).

Flagging

Mr. Gundelach's tour is intended to sound out opinion at a political level following talks at a technical level by Eamonn Gallagher, Director-General of Fisheries at the European Commission, when he visited EEC capitals from May 11-19.

Mr. Gundelach will also try to maintain momentum towards a CFP. This has flagged considerably since the last Fisheries Council on April 24.

A council meeting scheduled for May 22-23 was postponed because of lack of progress.



The staff of the new Danbrit net making department at Grimsby. Left to right: Les Gorman, Ken More, Mark Hallam, Tom Mackay, Betty Booth and Max Vialholm who manages the department.

NEW NAME IN NETS

LATEST Grimsby firm to move into the complicated world of net manufacture and repair work (as reported by *Fishing News*) is Danbrit (Fish Solesmen) Ltd.

Earlier this year the firm, which is now widely known for its management of British and foreign fishing vessels, acquired premises in Kemp Road, on Grimsby's North Well, where it has set up a well organised net making department.

The vastly experienced Danbrit team is headed by Les Gorman, whose skills at net manufacture and design are already bringing in the new outfit plenty of work.

Mr. Gorman has spent all

his working life with nets and before joining Danbrit was foreman of the net departments with Harry Franklin and, more recently, Allard, Hewson & Co. Ltd. He built up a reputation as one of the top net men in the country there.

With Mr. Gorman in Town Mackay, formerly of Wick and Miss Betty Booth, who have both worked closely on advanced net construction for many years.

Mr. Mackay and Miss Booth also relinquished posts with Allard, Hewson's net department to join Danbrit and, like Mr. Gorman, neither has any regrets because of the scope of the new venture.

On the administrative side Max Vialholm works between the Kemp Road factory and the main Danbrit offices in Wharfedale Road, on Grimsby's fish docks.

The new net-making department is geared up to tackle a comprehensive range of nets, from small inshore nets right up to the largest pair trawls.

Materials in use include corlene, nylon twist, Corin plect and nylon braid and nets can be supplied fully rigged with bobbins, leads, etc.

Already proving popular is the No. 1 Danbrit intermediate special nylon cod net of 120 mm. It's a multi-purpose net which many of Grimsby's top anchor-seiners are now using.

The firm also manufactures most of the traditional jumbo net designs, including the 'Dandy' nets, under the Danbrit name. It will also undertake net manufacture to any specific order or design.

The premises have plenty of room for expansion and include outside facilities for drying and dipping nets in bitumen.

Grimsby has long held a reputation for producing some of the best and most reasonably priced nets in the world. It is quite clear that the new Danbrit net department is anxious to enhance this reputation for its Mr. Gorman told *Fishing News*: 'We aim to produce the best quality nets and provide the best possible service to the netting industry.'

International Fisheries and Marine Equipment Exhibition.

QUEEN'S LINKS, ABERDEEN.
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A warm welcome awaits home and overseas exhibitors and visitors to Europe's largest and most comprehensive fisheries exhibition in 1978. A record number of marine engine manufacturers will be represented. Boat builders, designers, deck and fishing gear manufacturers will be heavily represented. Processing, packaging and refrigeration will show plenty to those interested in the handling side of the industry. Banks and marine insurance companies will be offering their many services to exhibitors and visitors alike.

Products from many parts of the world will be on display with national displays from Denmark and Norway.



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African fleet manager

ABERDEEN trawler manager and company director William Dick (36) takes up an appointment early this month in Nigeria.

He will be fleet operations manager for Continental Sea Foods of America at Sapele. Continental operates sixteen

Nigerian base which is a self-contained and includes large cold-store facilities, ice-making machines, repair shop, drydock, fuel tanks, and food stores.

The company is planning a venture in deep-sea trawling off the West African coast. It is in partnership with the Nigerian Government and also has stations on the Ivory Coast.

Mr. Dick joined the North Star Fishing Co., at Aberdeen, as assistant trawler manager 13 years ago. He was appointed to his present post (trawler manager) in 1976 and a director recently.

Mr. Dick began his career in the industry 22 years ago with Richard Irvin & Sons as junior clerk, later becoming net salesman and assistant

manager. He has held a reputation for producing some of the best and most reasonably priced nets in the world. It is quite clear that the new Danbrit net department is anxious to enhance this reputation for its Mr. Gorman told *Fishing News*: 'We aim to produce the best quality nets and provide the best possible service to the netting industry.'

Broadside on fishing broadcasts

THE BBC in Scotland should give more broadcasting time to fishing. In a letter to Alastair Hetherington, controller for the BBC in Scotland.

Mr. Hamish Watt SNP Parliamentary spokesman on fishing said he believes that the radio time currently spent in broadcasting the proceedings in Parliament could be more profitably used by letting the public at large know something of the happenings in the fishing industry which plays such a large part in the lives of so many communities throughout Scotland.

In a statement afterwards, Mr. Watt said that he was constantly being approached by fishermen throughout Scotland who feel their industry was getting a very poor deal in the allocation of broadcasting time.

As the whole future of the industry was still very much in the melting pot because of



Hamish Watt: 'more air time for fishing'.

the workings of the Common Fisheries Policy a daily commentary on the state of the industry and its problems would be both interesting and informative.

Many members of the general public are interested in the fishing industry but are unaware of the extreme danger that the industry is in because of the lack of information.

New lobster tanks for Fleetwood

A LOBSTER storage system has been installed at Fleetwood fish market by Shellfish System Ltd. of Bristol.

It is the first such system to be installed at Fleetwood and is designed to ensure the continuity of supplies.

The storage system is completely self-contained using recirculated artificial seawater. This water is circulated by an electric pump and cooled by a refrigeration unit. The air GRP storage tanks have a total capacity of 1000 lbs of lobsters which can be stored for several months.

Shellfish Systems Ltd. can make these storage systems in sizes to meet any requirements and currently under development are a display system with a glass tank.

NABBED!

THE SKIPPER of the 98 French trawler *Chenonceaux* has missed out on a fine for fishing in British waters with a small mesh net. Georges Jean Bourhis from Finistere was fined at Plymouth magistrates court last week (*Fishing News*, June 2) after pleading guilty. He was ordered to pay £700, plus £241 costs, with a 60-day prison sentence in default of payment within 24 hours.

—but French skipper misses jail



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BARGAIN CORNER

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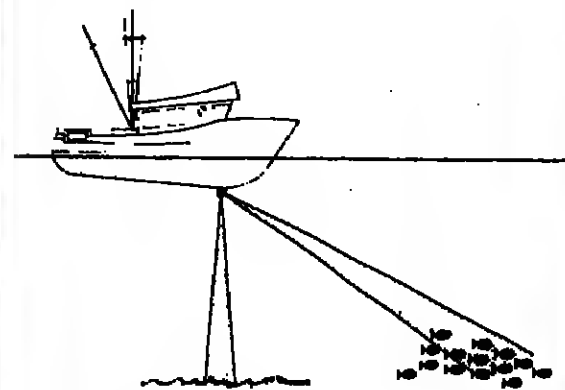
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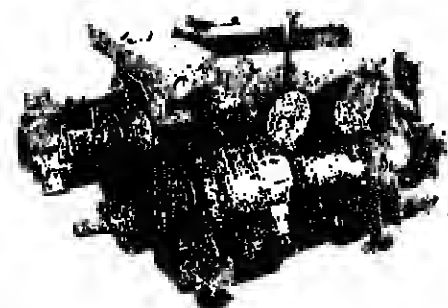
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How to catch nephrops

"I AM at present instaling on the east coast of Scotland, but I will soon go fishing for Norway lobsters on the west coast."

"Have you any information about grounds on which nephrops are to be found, their habits, and methods used to catch them."

Nephrops are to be found on patches of sticky mud in depths between 15 and 100 fathoms — a type of ground usually located in positions partially sheltered by land.

They are thought to live in holes in the mud and use them as refuges when danger threatens.

Cod, conger eels, skates and dogfish relish these crustaceans and their approach means danger; so does the approach of a trawl groundrope.

They are evasive to light, although this is only a partial danger as it enables them to be seen, and are more likely to be found outside their burrows at dawn and dusk than in the daytime.

They are said to feed on practically anything edible found on the grounds which they inhabit. Minute molluscs, crustaceans and pieces of fish have been found in their stomachs. They will also eat dead or decaying matter.

Shell casting and mating probably takes place around May for at this time catches are usually very low.

In general, around the coasts of Britain, mature female nephrops spawn between August and October. At this time they carry black berries. They then disappear from catchable stocks until after their eggs are hatched in April or May. Soon afterwards they reappear among catches as 'softs'.

In the Firth of Clyde, however, times of spawning, hatching and casting appear not to follow the general pattern.

Highest catches are usually made in June, July, August and September.

Until 1955, nephrops in Scottish waters were mostly caught in baddock seine nets. Then seine net fishermen in the Firth of Forth rigged their standard mesh nets with otterboards and towed them.

A little later they started to use nets with 2 1/2 in. mesh in the bag and three in. mesh in the wings and this type of net, with certain minor modifications, came to be known as a nephrops trawl.

The nephrops trawl has comparatively few floats on the headline and is fitted with a thin wire groundrope which will sink into the mud and scoop prawns into the net. General practice is to tow it as slowly as possible over likely ground for about an hour at a time.

According to reports nephrops are unpredictable quarry. You can tow over a ground and catch very few then repeat the tow straight away and make a big haul.

Better results are likely to be achieved at slack water when the tide is running.

strongly, also on dull rather than bright days. Nephrops can be captured in commercial quantities in creels as well as trawls and they are extensively used where trawling is prohibited. They are more lightly constructed than lobster creels, weighing only about ten lb. and most consist of galvanized steel frames covered by small mesh netting.

The customary two entrances are made of similar netting and have metal or

a really firm grip?" "I don't know from practical experience of using it for longlining, but from tests I have made it seems to me that American-type clips grip Sea Queen line as firmly as any. This recently introduced line is made from a mixture of staple spun nylon and split or fibre film polypropylene. It has great tensile strength yet is much softer than hard lead halibut line.

I have used Greenfil rope, which is made of a similar

John Burgess' Log



pisstic eyes no more than four in. in dia.

Creels with wooden bases are seldom used as they tend to sink into the mud at any angle. Bases are usually made of the same netting as is used to cover the rest of the creel as they are not likely to be damaged like the bases of lobster pots set on rough ground. One and of a nephrops creel is usually hinged to form a large door from which the catch can be released speedily.

Creels are normally laid in depths of 30 fathoms or over to avoid entry of crabs which devour bait and make themselves a general nuisance. They are baited with salt mackerel or herring, pieces of conger eel or dogfish and are fished in strings — spaced at intervals of about eight fathoms on a backrope.

They may be hauled at intervals of a few hours or daily. Creels specially designed for catching nephrops are obtainable from Mackay and Macleod Engineering Ltd., Evanton Industrial Estate, Evanton, Rose-shire; John Lee, Multitown Wharf, Inverness; and R. and B. Leakey, The Sutcliffe House, Settle, Yorkshire.

Should you think of trawling for them, either Bridport Gundry Ltd., 5 Bond, Regent Road, Aberdeen; W. & J. Knox Ltd., Kilbride, Ayrshire; J. & W. Stuart Ltd., Musselburgh, Midlothian; or the Barris Net Co., Strichen, Aberdeenshire would be able to supply you with a suitable net.

Department of Agriculture and Fisheries for Scotland's Marine Research publication No. 1 for 1954 will also be helpful.

Grip with Sea Queen

"FOR THE last three or four years I have been using very hard laid, tarred nylon longline designed for use when lining halibut.

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"Can you recommend an alternative type of line on which clips of this sort can get

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With it lines can be hauled at a rate of about 100 hooks every four minutes but at least four men, preferably, are required to work the system to maximum advantage.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

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'Caught red-handed'

A FRENCH trawler skipper caught using illegal nets — a small-mesh one inside the other — 20 miles inside British limits was ordered to pay a total of £1,469 in fines and costs at Lowestoft last week.

The skipper, Jean Paul Magnier, of Etampes, near Boulogne, admitted one offence of carrying on obstructed net while fishing and was fined £800.

He pleaded not guilty to another similar charge, but the case was found proved and he was fined a further £669. He was also ordered to pay £200 prosecution costs, £613 pilot's fee and £23.03 harbour dues. The magistrates ordered the nets to be confiscated.

Nicholas Holroyd, prosecuting for the Ministry of Fisheries, said HMS Curlew, a Royal Navy minesweeper on fishery protection duty found the French trawler, Cosel, fishing 13 miles south-east of Orford and 20 miles inside the British limits.

Lt. William Wellsted said he boarded the trawler while it was still fishing and as he went on board saw the skipper, who was heaving in the net, "do something with a knife."

When the cod end was hauled inboard he saw there was another net inside it. "The skipper untied the cod end knot and cut something with a knife," said Mr. Holroyd. "He lifted up the cod end, released the fish and

quickly dropped the net on to the pile of fish."

Lt. Wellsted said he lifted the large net up and found another small-mesh net, known as a 'blinder', beneath it. It was still attached to the cod end. The haul contained five per cent of immature fish. He measured the 'blinder' mesh and found it to be 45.5 mm compared with the legal minimum of 70 mm.

Another net found on the trawler had a small-mesh lining. There were a number of fresh, immature fish in one net. The trawler was then ordered and taken into Lowestoft.

The skipper was caught red-handed using the starboard net and had that one been damaged he would undoubtedly have used the other one," said Mr. Holroyd.

The French skipper said he left Boulogne on Monday and started fishing inside French waters, where he was allowed to use blinders to catch meckerel and other small fish.

He had not used the port

net end if the starboard one had been lost or damaged he would have returned to France or fished in French waters.

Recalled to the witness box, Lt. Wellsted said both nets found on the trawler had been identical. The port net had

contained baby soles, codling and whiting.

Appearing for the French skipper, David Crome said the discovery of small fish on the trawler was "not sufficient" for a conviction if Cosel had fished French waters during part of her trip.

"We have ruined six sets of cod-nets in a week. This time we dropped the nets into detergent and then boiled them for five hours, but still haven't got rid of the oil."

He and his crew on the 57 ft. Corina had found oil on the seabed up to 12 miles out.

"We are cleaning up and mending up new cod ends and will have a go somewhere else," he said. "Some boats have given up, but we shall just keep on trying."

"We went to sea on Sunday and came in early on Tuesday after making only four hauls,

A NEW dual-purpose fishing boat will join the Whitley fleet at the end of July. The vessel was launched on Monday last week at James Nahl's Fraserburgh yard.

Margaret Clarkson, whose husband John is one of the co-owners, named the boat Scoresby, Jack Locker, from Whitley Fish Selling Co., and "Tel" Bannison, who will skipper the boat, are the other owners.

She is 56 ft. long and has an 18 ft. 6 in. beam. She is powered by a 375 hp Kelvin diesel and has a Kort nozzle. She succeeded a Scoresby, which was taken over by Len Britton, at present skipper of the GRP 54-footer George Weatherill.

A TRADITIONAL Cornish boat design has been long, has a raised foredeck and shelter, plus a large cockpit, and is expected to be a Panryn-based boatyard.

The range of craft are called the "Sou'Westers" and have been developed by K. Cruisers Ltd., along the lines of the now famous Cadwath 'cove' boats.

Production began last year, and the first boat, for the using scrap boats for the Mr. Chiam says a basic model can be produced in eight days and heavy duty hull in

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Anger over net damage

TEMPERS against the net industry ran high at Fraserburgh this week when the local trawler Floreat came back with two huge sandars which had caused damage costing over £400 in her nets.

Floreat's net was badly torn when it dragged up the fenders which Skipper Richard Duthie says he is sure are from an oil barge. The weight of the 9 ft. by 4 ft. fenders bent the landing derrick on the vessel as they were hauled aboard after a

six-hour struggle 50-miles off the Buchan coast. The incident drew a strong reaction from Gilbert Buchan, president of the Scottish Fisherman's Federation, who said that Skipper Duthie's claim would be submitted to the UK compensation fund.

He added that he would be pressing for more safeguards for fishermen with compensation for all equipment not just for damage or loss of gear.

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